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NO. 6

YACHTING

DECEMBER
1938

M. Rosenfeld

"Bonnie Dundee," Clifford D. Mallory's attractive motor-sailer, bowling along under canvas in a fresh breeze

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Another 1939 Transpacific Race

ANNOUNCEMENT of the establishment of Santa Barbara as the starting place of the 1939 Honolulu race was made in this space last month. It is now officially stated by the press division of the Golden Gate International Exposition that "one of the greatest ocean yacht races of all time will start from San Francisco Bay next June 18th."

+ + +

"Vamarie's" Summer Record

As confidently predicted by this magazine last fall (not, however, that the prediction had anything to do with the results), U.S.S *Vamarie* has wound up another season of racing on the Chesapeake with a showing which is considerably better than her first season's.

On May 22nd, in the 16-mile Love Pt.-Swan Pt. Race, she won the class trophy; on July 31st, in the 37-mile Poplar Island Race, she finished third and took fifth on corrected time; won the Jenkins Trophy in the 22-mile race back on August 7th; on August 12th, in the 36-mile Oxford Race, she took the trophy for first to finish, dropping to fifth on corrected time; finished first and took second place in the 11-mile Annapolis Race on August 27th and won the Whiting Trophy and the second place prize in the 100-mile Cedar Pt. Race on September 2nd.

+ + +

Eastern Class E Sloop Owners Organize

Since the team match held last August between skippers of Class E sloops representing Barnegat Bay and the Inland Lake Yachting Association, a new Eastern association of Class E sloop owners has been organized.

Four of the Eastern centers at which the Inland Lake bilgeboard scows are sailed are already represented in the new organization. They are the Chautauqua Lake Yacht Club, the Lake Hopatcong Yacht Club, the Little Egg Harbor Yacht Club, and the Barnegat Bay Yacht Racing Association.

+ + +

"West Island" "Goes West"

The many friends of the old Block Island double-ender *West Island* will be grieved to learn that she fell victim to the September hurricane, pounding her staunch bones to pieces on the concrete sea wall at Conimicut Point, Narragansett Bay, R. I. Her last owner, W. P. Dutemple, writes that he arrived on the scene only in time to see her die with her boots on. *West Island* was once the property of Sam Wetherill and was his inspiration for the equally famous *Tidal Wave*. Of the former boat Sam once wrote, "*West Island* was a beautiful sea boat, easy, dry, comfortable in every way, and sailed well. And she was the finest boat to sail indefinitely with her helm lashed which I have ever run across."

+ + +

CALENDAR

Indoor

December 15 — Annual Meeting N. Y. Y. C.
January 6 — Annual General Meeting, N.A.Y.R.U., New York.
January 6–14 — New York Motor Boat Show, Grand Central Palace.
February 26–March 5 — Chicago Motor Boat Show, Navy Pier.
February 27–March 4 — Philadelphia Motor Boat Show, Commercial Museum.

Outdoor

December 4, 11, 18 — Sailing Regattas, Miami Y. C., Miami Fla.
January 8, 15, 22, 29 — Sailing Regattas, Miami Y. C.
February 5, 12, 19, 26 — Sailing Regattas, Miami Y. C.
February 19–25 — Annual Dinghy Sunburn Regatta, Biscayne Y. C., Miami, Fla.
February 11 — Lipton Trophy Race, Biscayne Bay Y. C., Miami, Fla.
February 14 — Sixth Annual Miami–Nassau International Ocean Race, Miami Y. C.
February 22–26 — Southern California Mid-Winter Regatta, San Pedro Bay.
February 19 — N. O. A. Sanctioned Regatta, Rio Grande Y. C., Brownsville, Tex.
March 5, 12, 19, 26 — Sailing Regattas, Miami Y. C.
March 18–19 — Twenty-sixth Annual Biscayne Bay Power Boat Regatta, Miami, Fla.
April 2 — Sailing Regatta, Miami Y. C.
June 18 — San Francisco-Hawaii World's Fair Ocean Race, Treasure Island, San Francisco Bay.
July 4 — Biennial Santa Barbara-Honolulu Ocean Race, Transpacific Y. C., Santa Barbara, Calif.

News from Brownsville

Before a crowd estimated at 5,000 persons, Frank Vincent, of Tulsa, and Buddy Reuter of San Antonio, won top honors at the fall regatta in Brownsville, Tex., sponsored by the Rio Grande Yacht Club. Another sanctioned N.O.A race, which is expected to draw double the crowd, has been scheduled for Brownsville for February 19th in connection with the annual "Charro Days" celebration. Of importance to visiting boats is the fact that the yacht club's basin has recently been dredged to a depth of 7 feet at mean low water over an area of 370 by 165 feet.

+ + +

Massabesic Y. C. Organized

Up at Manchester, N. H., the Massabesic Yacht Club has recently been organized for those primarily interested in small boat sailing and racing, according to information received from A. R. Coggins. Though the organizing group is small, it displays plenty of enthusiasm.

+ + +

Princeton Y. C. Elects

At their annual meeting, members of the Princeton University Yacht Club elected John P. Meade, '39, of Mount Kisco, N. Y., as commodore, and William B. Harwood, Jr., '39, of Flushing, L. I., as vice commodore for the fall and spring regatta season. Other officers elected were William P. Carl, '40, of Baldwin, L. I., rear commodore; Frank G. Cox, '41, of Edge Moor, Del., as secretary-treasurer. William G. Price, '39, Germantown, Pa., Robert S. Davies, '40, Scarsdale, N. Y., and Harold M. Scott, Jr., '41, Scarsdale, were chosen as class representatives to serve on the executive committee.

+ + +

Piloting Classes at Cleveland

The Cleveland Power Squadron of the United States Power Squadrons has begun its winter lectures and instruction classes at the Public Auditorium and at the Mentor Harbor Yacht Club. Those at the auditorium are to be held on Wednesday evenings through February 1st, but the course of instruction at the yacht club, which began earlier in the fall, closes Friday, December 9th. Information concerning the auditorium series is obtainable from R. W. G. Wilson, Secretary-Treasurer, 600 Leader Building, Cleveland.

+ + +

Fort Caswell Basin Being Dredged

Of interest to yachtsmen who are southward bound this season and of value to them on their passages north in the spring are the dredging operations now under way at Fort Caswell. When completed, the yacht harbor, a 70,000-square-yard pool in the harbor across from Southport, N. C., with attendant facilities for supplies, fuel, and repairs, will offer safe refuge approximately half way between Charleston and Norfolk.

+ + +

Long Island Sound Atlantics

The Western Long Island Sound fleet of the Atlantic Class Association concluded its first season with gratifying results. Midseason showed an average turnout of twenty boats at the Y.R.A regattas, and as many as 46 Atlantics of the fleet put in one or more appearances. The season closed with *Bobkat* at the top of the percentages with .891, *Rhapsody* next with .777, and *Petrel* third with .718.

+ + +

Fair Attracts "Sixes" to 'Frisco Bay

Fun and *Lulu*, two of the most successful Six-Metres built in this country in recent years, have been purchased by a syndicate of yachtsmen of the St. Francis Yacht Club, headed by Stanley Barrows, for racing on San Francisco Bay in connection with the California World's Fair sports program.

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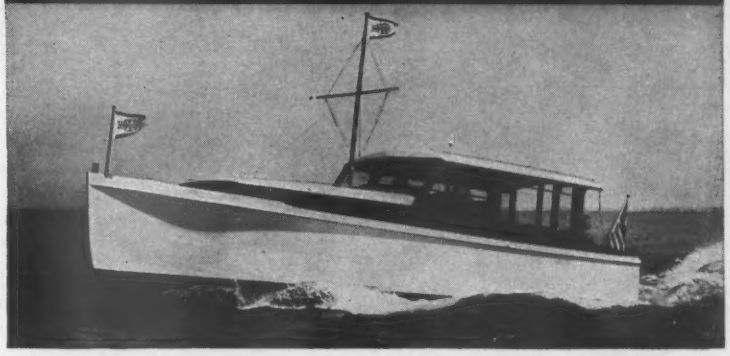

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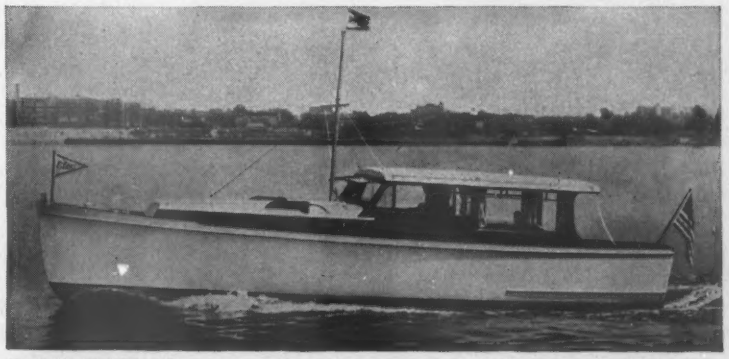

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Florida Office: ELCO CRUISERS, INC.—*County Causeway, Miami*

IN THE WIND

BURNHAM PORTER was sailing his *Roarin' Bessie* into Manchester Harbor one moonlit evening just a few minutes after sunset and, as there was good visibility and he had only a mile or so to go, he didn't bother to switch on his running lights. . . .

A C.G. picket boat passed him to port, throwing an arrogant wash, turned sharply and spoke him. Her C.O. castigated Burnham for his failure to show lights, called him a menace to navigation, said he was liable to a big fine, indicated he was about to board him in expectation of discovering further violations. . . .

Said Burnham, "Okay, Chief, every word you say is true. I'd take it all lying down if your own port sidelight were lit." . . .

The burly Boatswain's Mate gulped, folded his chops and silently stole away from there — at half speed. . . .

When better complaints are made, Nova Scotia's Cap'n Angus Walters of *Bluenose* will make 'em. . . .

Crews on both the racing fishermen reported a big catch of hell. . . .

One of the C.G. cutters patrolling the course at the fishermen's races blanketed *Thebaud* just as the challenger was trying to overtake *Bluenose* to windward on the second leg of the first race. . . .

There were murmured protests from guest yachtsmen aboard the cutter and violent gesticulations from the deck of the schooner, whereupon the cutter dropped astern and someone was heard to comment *sotto voce:*

"At this juncture of the race, and despite the efforts of the patrolling vessels, the *Thebaud* was blanketed by a large white cutter whose owner was not on board." . . .

One victim of the hurricane had already decided to get a new boat when his old one, adequately insured, piled up in the breakers. . . . Imagine his horror when, powerless to dissuade them (through a sense of ethics), he had to stand by and watch a band of Boy Sprouts (as Lank Ford calls them) get her off the beach intact. . . .

Sir Hubert Wilkins, who is in other respects normal, again has voiced his purpose of going to the North Pole in a submarine. . . . Mrs. Wilkins has announced her intention of "fattening up" for the adventure, scheduled to start next March. . . .

Why anybody should want to go to the N or even the S Pole either over or under the ice I can't understand, but when a charming woman is willing to lose her figure in her enthusiasm for the project it must be magnetic as hell. . . .

Admiral Byrd has written a book about sitting alone on the ice in the vicinage of the S Pole and it leaves me cold — practically shivering. . . . Yet there seem to be innumerable explorers who aren't happy until they get into ice water one way or t'other. Personally I'll take mine as a chaser and continue to ponder the inexplicability of the frigid urge. . . .

I might have known I'd draw the fire of that old harpooner Bill Taylor when I spread some superficial slick about the whaling industry in this troubled spot last month. . . .

Bill, whose iron shots have made him the terror of the WCC (Whalemen's Country Clubbe), and whose lit'ry ambidexterity enabled him to cover the first fishermen's race and the Cornell-Harvard football game at the same time, points out that I've "fallen into grievous error on the extremely important matter of the last of the square-rigged whaling fleet." . . .

Says he, "Besides the *Wanderer* (last active square-rigged whaler), and the *Morgan* (which I am glad to report survived the hurricane practically intact), the last of the old New Bedford whaling barks as I remember them were the *Bertha* (as you said), *Greyhound* (masterpiece of misnomers), *Alice Knowles* and *Andrew Hicks*. The *Morning Star* passed on a few years earlier — I can barely remember her — but those others were in the trade up to and during the war, and some later. . . . Also you might include the *Daisy* and *Viola*, brigs. . . .

"And of course there were a number of schooners whaling after the square-riggers gave it up — the *A. M. Nicholson, John R. Manta, Athlete* and a couple more. The *Margaret* was also one of the last to quit. . . . I'm just trying to beat the Old Dartmouth Hysterical Society to the punch." . . .

Bill disremembers what happened to *Morning Star* but I recollect she fell into the clutches of the Hollywood gangsters and was used in making one of the earlier nautical flickers. . . .

Dr. George M. Sheahan of Quincy, Mass., contributes to this discussion of the old whale ships by informing me that according to his friend, the late Cap'n James A. M. Earle, the *Cachalot* of Frank T. Bullen's yarn was his father's ship *Splendid* of Otago, New Zealand, which he afterward commanded himself when she was sailing out of New Bedford. . . .

Bullen's name never appeared in the sailing list of *Splendid* but Cap'n Earle figured he must have signed on under another monicker because after the book was published he realized the author must have made that voyage with him. . . . The best argument that can be advanced for the work as one of almost unadulterated fact is that Bullen subsequently wrote such inept fiction. . . .

And *The Cruise of the Cachalot* made him as popular in New Bedford as was Rudyard Kipling in Gloucester after he had written *Captains Courageous*. . . .

The bore who was always trotting out the pictures he took on his vacation aboard the *S.S. Crestfallen* on a cruise to the Bleary Islands, has turned into the pest with the hurricane pictures (who doesn't realize he's only just begun to risk his life when he starts showing 'em). . . .

John Holme reports that his fellow Star pilot Jack Nelson, of the Harlem Yacht Club, has become a confirmed *dunk*ard as a result of his experience with his *Tuc Boo* which, a hurricane casualty, was sunk on Wednesday, salvaged Thursday, hauled out Friday, victor Saturday and ditto Sunday (which sounds like the story of Solomon Grundy but is sodden fact). . . . She hadn't won any races before, so Jack is going to install seacocks and sink her prior to every race hereafter. . . .

An official of the World's Fair called up in a dither, said he had a friend coming round from the West Coast in a boat, begged to know where he could berth her . . .

What with our perilous outlying reefs, our almost inaccessible harbors, frequent hurricanes and the absolute need of local knowledge when navigating our wholly treacherous waters, no wonder the galoot is worried about where his friend is going to find a safe haven . . .

Maybe in the Gowanus Canal, suggests Alf Loomis . . .

Or how about

Merely sailin'
Into Grover Whalen
?

Robert Parsons, of Providence, takes exception to my reference to the streamlined yacht *Moby Dick* as a "sailing submarine," and "an horrific sight," citing her performance in the hurricane. . . .

The Chapin boys got her under way in an effort to make Dutch Island Harbor from their anchorage off Saunderstown. . . . The motor went dead and they ran for Wickford, fetching up in a cow pasture. . . . The Plum Beach Lighthouse keeper reported *Moby Dick* passing at the height of the disturbance "at 60 m.p.h. under bare poles." . . .

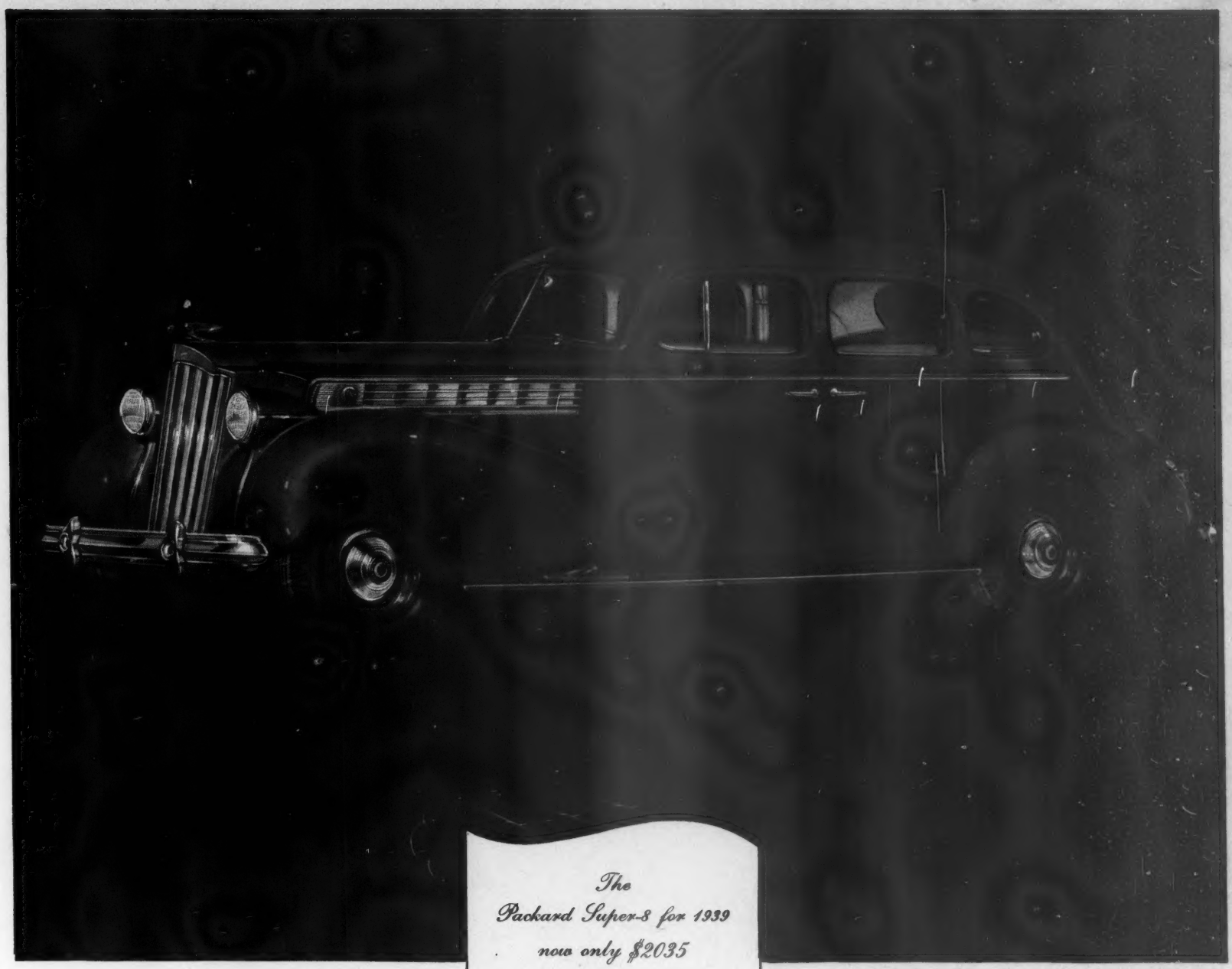
And the Wickford natives stood around expecting Martians to come out of her at any moment. . . .

Using a shot of the Fishermen's Race as an advertisement, the *Boston Post* captions it with,

"SHE RACED AWAY ON A TACK TO PORT
— FIRST TO REACH A READY MARKET"

And E. H. Hodgins remarks, "Didn't someone say Boston was steeped in seafaring tradition?"

TELLTALE



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•

ASK THE MAN WHO OWNS ONE

IN THE NORTHEAST TRADES

Dwight F. Long's ketch "Idle Hour" driving past Tahiti on her round the world vogage

From a painting by Hunter Wood

YACHTING

Volume LIX DECEMBER + 1938 Number VI

M. Rosenfeld

Cat-rigged front steerer and a sloop-rigged stern steerer, each a good example of her type

RACING ICE BOATS

By

FREDERIC M. GARDINER

AS THE object in a race is obviously to get to the finish line ahead of all the others, the potential speed of his boat is of vital interest to the skipper of a racing ice boat. When you tell an uninstructed person that ice boats often travel at speeds of well over 100 miles per hour (the official record, according to different authorities, lies between 140 and 146 miles per hour) he is pretty apt either to give you an incredulous stare, or else to visualize, with popping eyes, a wind of that velocity.

In considering what makes an ice boat reach such comparatively tremendous speeds, we must bear in mind that, whereas in a sail boat you encounter hull resistance, skin friction, and wave action, in an ice boat these resistances are non-existent, the only obstacles to progress in an ice boat on smooth ice being wind resistance and inertia (also present in a sail boat) and the small friction set up between the runners and the ice. Elaborate diagrams have been worked out to show boat speeds at various wind velocities, but they are only approximate, as these diagrams cannot show all the factors involved, two of the chief missing factors being the force of vacuum on the lee side of the sail, and the effect of acceleration, both of them elements in the speed of an ice boat.

For our purpose, however, whether the ultimate ice boat speed is exactly three, or four or even six times the wind velocity is of purely academic interest. It is sufficient to accept the conclusive evidence presented by time trials, with reasonably accurate estimates of wind velocity, that speeds of well over twice the wind velocity are common with ice boats. As one man with whom I discussed the question put it: "Well, I don't know exactly, but they go a heck of a lot faster than the wind, anyway!"

Every sailor knows that a sail boat will sail faster (up to the limits of her hull speed) with the wind abeam or just abaft the beam, than she will before the wind; and the same applies to an even greater degree with an ice boat. The reason is that as the wind strikes the sail from abeam (or at

M. Rosenfeld

In an ice boat you sail with sheets trimmed down, no matter what the angle of the true wind. In both these pictures the true wind is blowing from the same direction

and is the reason why an ice boat is always, except when starting out in a light breeze, sailed with the sheets trimmed down. At the start, in a light breeze, the problem in an ice boat is much the same as in a sail boat and you may shove off with the wind abeam and the sheets started. But, even in a light breeze, an ice boat quickly picks up speed and goes faster than the wind, the apparent wind hauling ahead and making you trim down your sheets.

While the question of the ultimate speed of an ice boat can be answered only approximately, the *comparative* speeds at different angles to the true wind can be shown by diagram, and such diagrams are useful in considering racing tactics. Let us, therefore, take our wedge shaped cake of soap and consider it as a triangle (see diagram) with, for convenience, the base *CB* representing the speed of the boat and the other two sides the true and apparent wind respectively. For simplicity, the velocity of the true wind is assumed as 10 m.p.h., as shown in the scale of miles, and in each triangle the speed of the boat and the velocity of the apparent wind can be found by measuring on the scale.

Figure 1, the simplest case, shows the true wind abeam; and, as a good ice boat will sail 30° or better from the apparent wind, that angle has been selected for the angle between the apparent wind and the boat's course (See page 109.) If the scale is applied to this figure, it will be seen that the boat's theoretical speed is about 17 m.p.h. and the velocity of the apparent wind is 20 m.p.h.

Figure 2 shows the greatest *theoretical* speed obtainable, just twice the velocity of the true wind, or 20 m.p.h., with the true wind 120° from dead ahead.

Now take your wedge of soap again and draw a circle around it. In other words, take the triangle *ABC* and inscribe it in a circle, as shown in Figure 3. The center of the

an angle) it is forced to turn with the sail, the main body of the wind "piles up" and the wind along the sail is greatly increased in velocity — affecting at the same time the vacuum on the lee side of the sail, which has been shown to have even greater force than the pressure to windward. If you want to test this theory, try the following simple experiment:

Cut a piece of soap in the shape of a wedge; wet the soap and toss it into the bath tub (wetting reduces friction to a minimum). Now wet the palm of your hand and press straight down on the cake of soap. It will slip out from under your hand like a bullet from a rifle. If you want to make the experiment a little more dramatic, attach a rubber hose to the faucet of your bath tub, turn on the water and, instead of pushing the soap with your hand, spray the stream of water on it (vertically) imagining that water against soap is wind against sail.

That is not, perhaps, a very scientific example — but it is at least illuminating. Of course, as soon as the true wind gets too far forward of the beam, *i.e.*, when you are "on the wind," two factors tend to slow the boat down: 1, the wind no longer strikes the sail at so effective an angle; 2, wind resistance is materially increased.

In an ice boat, the best point of sailing is with the true wind from 120° to 150° from dead ahead, depending somewhat on the boat but more on the velocity of the wind and the ice conditions, because the "apparent wind" hauls well ahead as your boat moves forward. With the moderate speeds of a sail boat, the apparent wind may haul from abeam to a point or so forward of the beam, but at the high speeds of an ice boat it will haul from well abaft the beam to nearly dead ahead.

All this has a vital effect on sail handling in an ice boat

A.F. Sozio

An unusual picture of a racing start. The skipper in the foreground has the bulge on the others and seems to be giving everything he has. The boats are European cat-rigged stern steerers

Sennecke, Berlin

A. F. Sozio

A simple, easily constructed front steerer in a tall hike at high speed

Below, the "Icicle," built by Jacob E. Buckhout, and the "Zephyr" which beat the New York — Chicago Express on January 20th, 1871

Culver Service

circle, since ABC is a right triangle, will be midway of the side AC, which represents the velocity of the apparent wind. AB again represents the velocity and direction of the true wind, and CB the course and speed of the boat. Draw triangle ABD, the diameter xy and the chords Ax and Ay.

Triangle ABC is the same as in Figure 1, triangle ABD the same as in Figure 2. You will note that AC is a diameter of the circle, and the apparent wind therefore at the maximum; and that BD, representing the speed of the boat in triangle ABD, is also a diameter, and is the greatest theoretical speed of the boat obtainable. Now x is the farthest point to windward on the circle, and therefore the course Ax is the course which will take you farthest to windward in a given time, and is at an angle of 60° to the true wind. In like manner y is the farthest point to leeward and Ay the fastest course to leeward, with the true wind at an angle of 150°.

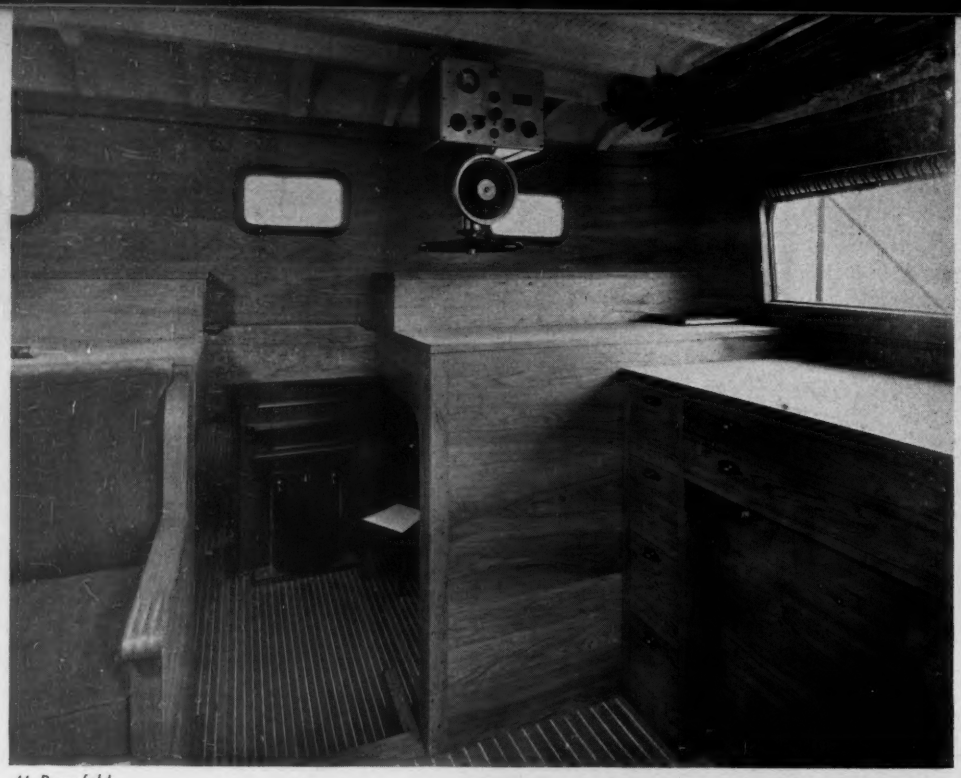
It must always be borne in mind that it is the *apparent* wind which acts on your sail and drives your boat, and that the factor which controls the angle at which you can sail is the sagging to leeward of your sail; which is the reason for the desirability of less draft in your sail at high speed than at low speed. No matter how flat you may try to cut your sail, however, there is bound to be *some* draft, increasing with the wind pressure. The most successful sails appear to be those in which the maximum draft forms near the luff, with the sail flattening out toward the leach. This is logical, as the maximum suction is near the luff, and some curve there gives the suction a better grip, so to speak.

Beating the Other Fellow

An able ice boat skipper got away to a bad start in a certain race. This was due to two factors — he drew a poor position and, just after the gun, the wind took a sudden shift which threw out his calculations.

I watched him trying to catch up but steadily falling

(Continued on page 109)



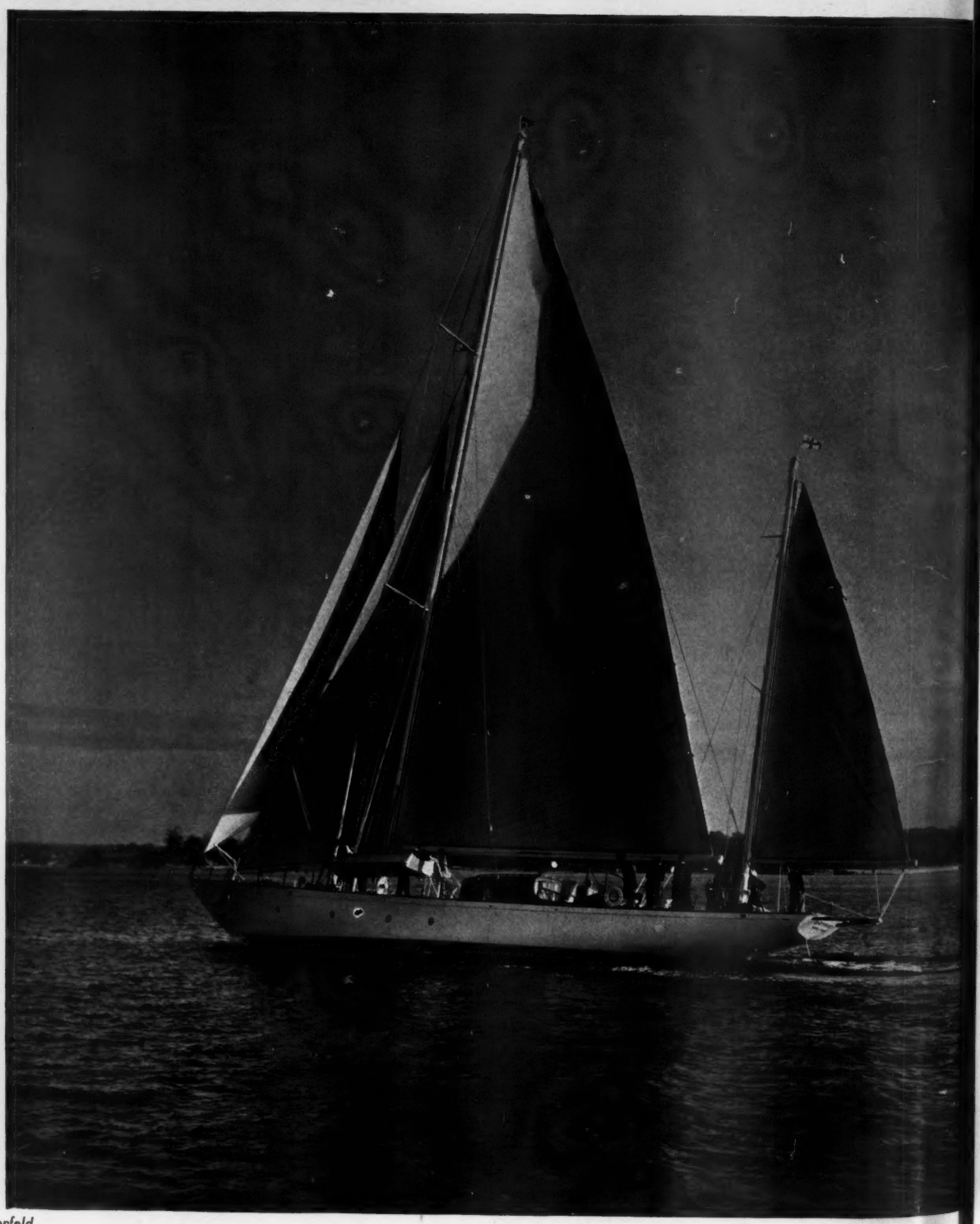
M. Rosenfeld

E. Levick

"ODYSSEY"

This deep water cruiser, one of the largest to take the water this year, was built for Mrs. Barklie Henry, of Old Westbury, L. I., by Henry B. Nevins, Inc., of City Island, N. Y., from designs by Sparkman & Stephens, Inc. She is 88' 6 3/4" in length over all, 62' 0" length on the water line, 18' 0" beam and 10' 8" draft. Her sail area is 3453 square feet, the sails being made by William Fuller, Inc. Her engine is an 85-100 hp. Superior Diesel. Plans of "Odyssey" were published in the November issue of "Yachting."

The interior of the deckhouse (above) is finished in rubbed butternut and the main cabin (below) is similarly treated. At the upper right is a corner of the owner's double stateroom aft. This room is finished in light colored paint. At the right is "Odyssey" on her first spin under sail.



M. Rosenfeld

Wide World

The quarterdeck of the fishing schooner "Gertrude L. Thebaud" as she crossed the finish line in the final race of the series

THE LAST OF THE FISHERMEN'S RACES

Superiority of Nova Scotian "Bluenose" over Gloucesterman "Gertrude L. Thebaud" Decided (But Disputed) in Protracted Series

By ALFRED F. LOOMIS

SOME years ago I had the honor of describing the last riotous battles of the oyster wars when the notorious bugeye *Brown Smith Jones* and the meritorious *Bee* (the latter since broken up, alas) settled the sailing supremacy of the Chesapeake with no holds barred and the loudest shouters on the *Smith Brown Jones* winning. Now it is my doubtful pleasure to mention, if not fully to describe, the last fishermen's races between the *Bluenose*, the pride of Lunenburg, N. S., and the *Gertrude L. Thebaud*, the joy of Gloucester, Mass.

The recent series, for determination of the championship of the North Atlantic Fisheries and possession of the International Fishermen's Trophy originally donated by the Halifax *Herald*, has been entitled the fishermen's race to end all fishermen's races. Equally informally, it has been called a lot of other things, few of which are delicate or refined. In fact, the only thing I haven't heard it likened to is a desperate struggle for survival between the democracies and the totalitarian states.

It began October 9th, off Nahant, Mass., and the scheduled three-out-of-five races ended, with curses, recriminations and invective, on the 26th of the same month. As the oaths lifted and the air cleared, Captain Angus Walters was heard to remark, "The *Bluenose*, as long as I live, will never again race in the United States." That's the kind of reputation we have. Captain Ben Pine of the *Thebaud*, who had been confined to a hospital bed with sinus trouble during part of the series, recovered sufficiently to say that he'd be damned if he ever challenged again. Captain Cecil Moulton, who substituted for Ben on the *Thebaud*, said she had been beaten not by the *Bluenose*, but by Captain Charles M. Lyons, chairman of the sailing committee and in his heavier moments chief of the Boston steamboat inspection service. And Captain Edward A. Proctor, who didn't let membership on the committee interfere with helping sail the *Thebaud*, remarked, most emphatically of all, that "*Thebaud* was robbed of the trophy by being forced to stay in harbor every day that a fisherman could race."

So that's what kind of a series it was. More captious captains than you could brandish a boathook at — international fist-shaking, internal dissension on the committee, incompleted races, postponed starts, and general gurry. But also, when the wind filled the sails of the big fishermen — virtually the last of the Gloucestermen and the Saltbankers — they became a sight to soothe eyes that have wearied of looking at the skinny spars and scanty sails of Marconi yachts. (Which mine haven't.)

Now take that first race of October 9th. The two grand vessels, *Bluenose*, seventeen years of age, and *Thebaud*, eight,

M. Rosenfeld

The Canadian schooner "Bluenose." She captured three races out of the five sailed for possession of the International Fishermen's Trophy

had spent the night berthed in Boston, and when the Coast Guard cutter *Chelan* left the Navy Yard and passed out of Boston Harbor the fishermen were already under way, running out in a fresh breeze of wind and sparkling sea. With the morning sun shining through their sails and accentuating the vertical seams of their cloths, you'd have sworn you were watching the start of the ocean race of 1866 — *a la* Currier & Ives. No square topsails were set but, as they reached the starting line and we overtook them in a falling breeze, we saw that they carried old-fashioned gaff foretopsails as well as fishermen staysails. No kites then or at any time. *Gertrude L. Thebaud* flew the American ensign from the main peak but *Bluenose* carried only a windsock from her main truck — as if to indicate that everybody should know the Nova Scotian origin of the champion of the North Atlantic.

A calm delayed and marred the start of a 36-mile race sailed twice around an 18-mile triangle. *Thebaud* got the start but a new slant of wind reached *Bluenose* first and the bigger vessel (*Bluenose* is about 112 feet water line to *Thebaud's* 104) reached out and in a quickening air came first to the first buoy. On this leg Captain Walters shifted from what he called a "big balloon" and what yachtsmen consider a number two jib topsail to a smaller one, and still kept going away.

On the second and broad reach to a buoy near Boston Lightvessel, the wind lightened again and *Thebaud* caught up sufficiently to pass *Bluenose* to windward. In this laudable attempt she was deterred for a moment by being blanketed by a large white cutter whose owner was not on board. I refer, by the way, to the cutter *Chelan*, whose skipper on subsequent days was successful in keeping to leeward of the racers. At this particular juncture, *Chelan* went astern and *Thebaud*, her wind clear, assumed the lead.

The third leg of the course was a beat in a freshening wind, and on this leg excellent sailing ability and racing tactics were displayed by both schooners. Despite heavy sails and ponderous gear, *Thebaud* tacked frequently in as little as 45 seconds from the time they broke her fisherman to drop its double halliards under her springstay until it was hard full on the other board. *Bluenose* was a trifle more deliberate in stays and by her relative slowness lost a lead which she had regained half way up the leg. Off the Graves, *Thebaud*, on the starboard tack, forced *Bluenose* about, and after that it was *Thebaud's* race. But *Bluenose* pressed her every foot of the second time around and was coming up fast without jib topsail and foretopsail when *Thebaud* crossed the finish line 2 minutes 50 seconds in the lead. On the second close reach, the Saltbanker had established the best speed of the day, averaging twelve knots for six miles.

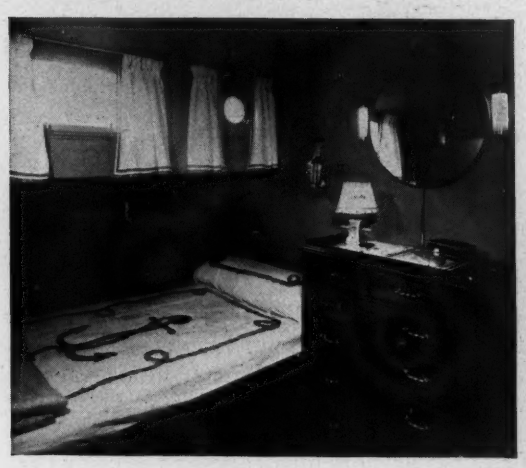
Thebaud's winning of the first race was unanimously unexpected and spectators who turned out two days later for the second heat thought it would be an interesting series. They reckoned without the spell of warm, windless weather that turned the first half of October into August. This time the course was once around a 36-mile triangle laid out off Gloucester, and when the slow-moving schooners had failed to complete twelve miles in three hours it was apparent to everybody but the committee that the race could not be finished within the six-hour time limit. The committee would not admit defeat until the entire six hours had run out, when *Bluenose* led, twelve miles to leeward of the finish line.

About this time I realized that only a working and salaried member of the press could afford to see the series out and so took the first opportunity to leave for home. When there was wind in the schooners' sails and when they were luffing one another almost back to the starting line, it was good fun to watch. When the calms came, I thought of what a "J" boat would do under such conditions and slept on deck of the *Chelan*. But others, with stronger constitutions than mine, stuck out the series, not only to race the boats but to report the transactions, and I find the following to be more or less true:

On the 13th, after another try, the second race was resailed

(Continued on page 108)

"ANJAC," A NEW CRUISER



This yacht was designed and built by Henry G. Grebe & Co., Inc., of Chicago, for J. G. Schmidlapp, of Cincinnati. "Anjac" is 57' 0" in length over all, 13' 8" beam and 3' 9" draft. The sunken deckhouse and semi-enclosed bridge are built with raking fronts, giving a partially streamlined appearance. The yacht's power plant is a pair of Sterling Petrel gasoline engines which develop 180 horse power each and drive "Anjac" at a 16-mile pace.

Above is a corner of one of the staterooms aft while to the right is the deckhouse which, finished in walnut, is an attractive room.

Foto-Ad

THE HURRICANE OF 1938 IN NEW ENGLAND

By

LINCOLN COLCORD

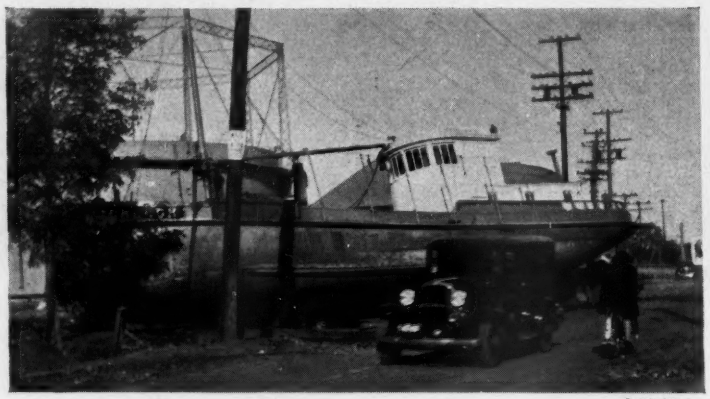
CERTAIN practical observations on the hurricane which devastated the coast of New England in September would seem to be in order from a seaman's standpoint, although it is hard to get comprehensive facts to work with. This tropical storm passed through one of the most populous regions of the United States, almost at the seat of our science and learning; yet it might have crossed the desert of Sahara so far as any intelligible account of it was given at the time.

In dealing with circular storms, particularly in trying to determine their course in advance of arrival, the matter of wind direction is all important. It is the only indication (aside from telegraphic and radio reports) of where the center of the storm lies and how it is travelling; and it is a fairly accurate indication. I need not go into the fundamentals of the Law of Storms for readers of YACHTING. But I doubt if all amateur seamen realize how generally dependable the movements of a hurricane, cyclone or typhoon really are. Simple wind direction, combined with sky and barometric warnings, are all the seaman of sail has to go by in regions of tropical storms; and they are still the best meteorological signs to be considered.

It was an American naval architect, William C. Redfield, who first promulgated the Law of Storms in a paper in the *American Journal of Science*, in 1831. He talked with hundreds of shipmasters arriving in New York after storms, examined thousands of log books and tabulated their facts — there were no cables or telegraph in those days — and outlined a theory which in all its essential features is the recognized one today.

In any issue of *Blunt's Coast Pilot* from 1835 on, a clear and concise statement of the nature of hurricanes by Redfield may be found, with diagrams and instructions showing shipmasters how to forecast their course and avoid them, and also with an extraordinary chart of the North Atlantic showing the tracks of a dozen or more hurricanes in the early part of the nineteenth century, several of which crossed New England or touched the coast between Hatteras and New York.

The track of the hurricane of September, 1821, on this chart is particularly interesting. Of this Redfield says: "Route No. VIII is that of a much smaller but extremely violent hurricane which was encountered off Turk's Island



C. V. Nylen

The storm wave left this big oyster boat high and dry in Warren, R. I. Left, "Blackbird," Commodore Hubert Toppin's 43-foot schooner, pounding against the pier of the Essex Y. C. The cutter "Typhoon" has sunk outside of her. This photograph was taken at 3:45 p.m.

H. M. Baker

on the 1st of September, 1821; to the northward of the Bahamas on the 2nd; on the coast of the Carolinas early in the morning of the 3rd; and from thence, in the course of that day, along the seacoast to New York and Long Island; and which, on the night following, continued its course across the states of Connecticut, Massachusetts, New Hampshire and Maine. The diameter of this storm appears not to have greatly exceeded 100 miles; its ascertained route and progress is about 1800 miles in 60 hours, equal to 30 miles an hour."

Redfield's pioneer work was greatly extended by Sir William Reid in his standard volume commonly known as *Reid on the Law of Storms*, by Piddington in his *Sailor's Horn-Book*, and by many others writing for seamen of sail in the 1840's and '50's. The literature on the subject is extensive and makes good reading today; the nature of circular storms was thoroughly understood 75 or 100 years ago, and the more intelligent shipmasters knew how to forecast their

N. Y. Daily News

Westhampton, L. I., suffered severely. A new inlet from the ocean into Quantuck Bay was opened where houses once stood and the dunes were washed away

progress and what to do about them if they approached. And the very basis of these calculations was wind direction.

It looks as if the United States Weather Bureau, in the case of the recent storm, had disregarded the whole body of this practical experience. For the disturbing fact is that the storm was allowed to come up the coast and strike in from sea across Long Island and Connecticut without any adequate advance warnings on the part of the Weather Bureau. The point is brought out clearly by Chief Forecaster C. L. Mitchell in his report to the Secretary of Agriculture, calling for a better system of hurricane warnings and particularly for more extensive radio communications with vessels at sea. Mr. Mitchell excuses himself in the present case by stating that he had no reports from vessels after the storm had passed Hatteras; the plain and only implication being that on this account he did not know what the storm was going to do.

But if he had had proper wind direction reports from stations along the coast for a comparative picture, or if he had properly considered the factor of wind direction, he would have been able to foretell the course of the storm with fair accuracy from eight to twelve hours before it struck, and with certainty from three to six hours before. Sky conditions were significant; the whole story of the heavens was crying the news of an approaching hurricane. For a full day previously, high cirrus clouds had been flying northward at a terrific rate, a sure sign that the storm was advancing along that axis.

Wind direction reports from Charleston, S. C., Wilmington, N. C., Hatteras, the Capes of Virginia, and the Delaware Capes, would have shown him progressively how fast the storm was moving. At each of these points the wind must have come from northeast as the storm advanced, shifting to north as the center reached that latitude, and shifting definitely to the west of north to show that it had passed by.

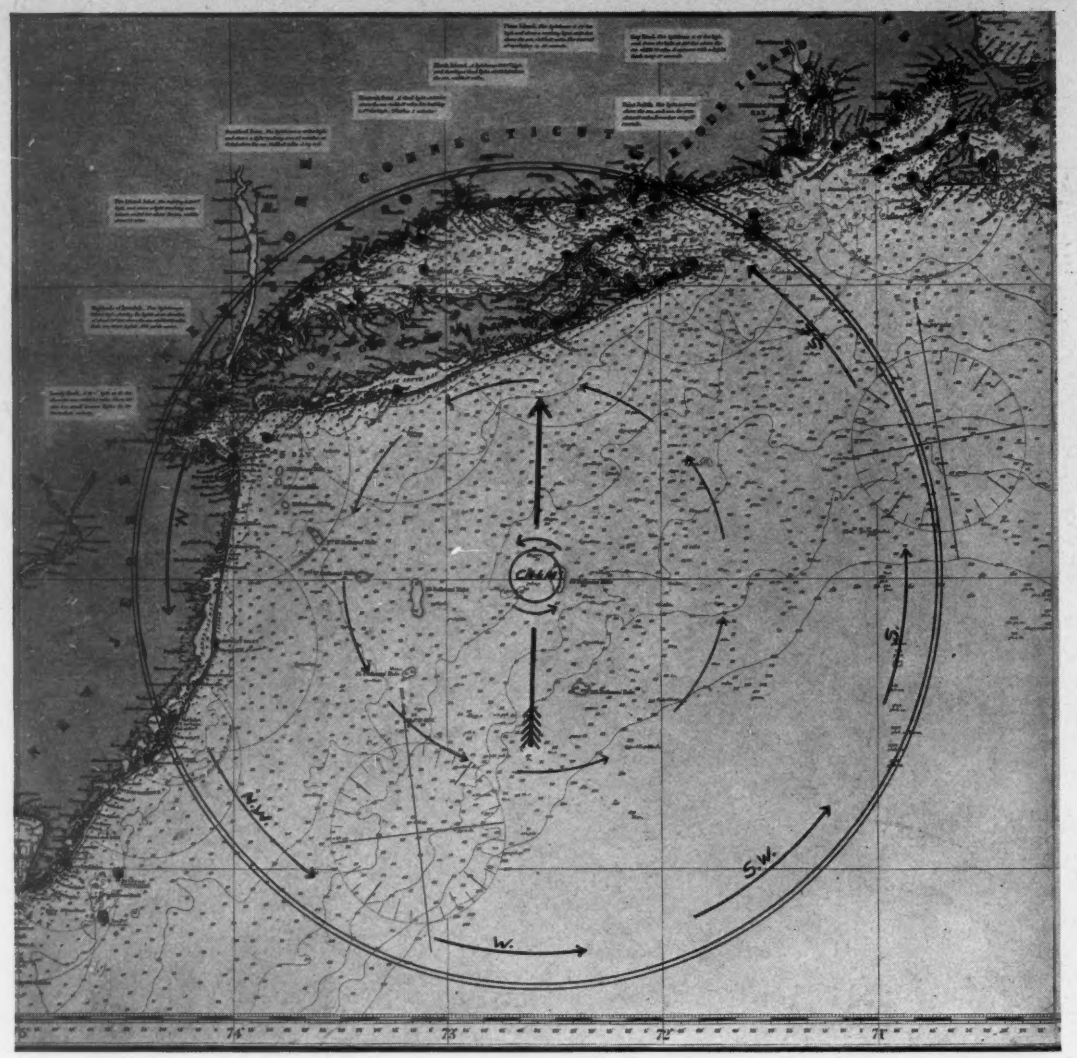
At New York, the night before the storm, the wind was probably from the northeast, shifting to north northeast during the next forenoon, to north at noon, and jumping into the northwest in the afternoon as the center passed by. Matching this up with wind direction reports from such points as Bridgehampton, L. I., and Nantucket, he could have felt pretty sure eight hours in advance, when the storm was off Hatteras, that instead of following the usual hurricane track it was going to strike in from sea in the vicinity of Long Island.

Let us work this out in some detail. The storm, it will be remembered, was off Charleston around 7:30 p.m. on September 20th; off Wilmington around midnight; off Hatteras at 7:30 a.m. on the 21st; off the Chesapeake around 10 a.m.; off Atlantic City at 1:00 p.m.; struck the south shore of Long Island in the early afternoon; and the storm center passed over Mattituck, Long Island, about 3:30 p.m., as I shall explain. (All times noted in this article are Eastern Standard.)

The wind at Bridgehampton for twelve hours before the storm struck must have been in the southeast quarter, settling at east southeast as it approached. The fact that it held in the east at this point without shifting to the south, while it increased to hurricane violence, would have shown that the storm center was heading in that direction.

The wind at Nantucket must have begun to blow from the eastward twelve hours before the storm struck, shifting into the southeast as it increased in violence. This would have shown that the storm center was heading to pass to the westward of Nantucket. And from New York, with wind from northeast shifting to north, Mr. Mitchell could have told that the center was going to pass to the eastward of this point.

To repeat, with a proper set of wind direction reports, he could have put his finger on the storm all the way up the



As the hurricane approached Long Island, it was about 175 miles in diameter with a calm center which was approximately 10 miles across

coast. Such reports he must have had; the point is that he did not utilize them. Add to this something which meteorologists certainly do take notice of, namely, the fact that an intense high pressure area lay south of Nova Scotia, blocking the normal path of the hurricane to the eastward, and the case even before the storm had reached Hatteras could have been predicted with all scientific likelihood.

I am not drawing a long bow in this matter. There were plenty of people in the New England region with knowledge and experience of hurricanes who, individually, sensed what was coming and acted to the salvation of life and property. Alfred I. Barton, manager of the Montauk Beach Company, began early in the forenoon of the 21st to alarm the neighborhood and succeeded in rounding up some 200 people at a hotel above the reach of the wave before the full fury of the storm broke. Dr. John Q. Stewart, a Princeton astronomer, happened to be in northern New Hampshire, 300 miles from the hurricane when it struck the coast. Eight hours before it reached him, he predicted publicly that it was coming inland.

A professional meteorologist of my acquaintance, living in Boston, was convinced on the afternoon of September 20th, when the storm was still off Florida, that it was coming in on the northern coast. On the morning of the 21st, he was astonished that the Boston Weather Bureau paid no attention to the plain indications and made no announcement of the impending danger.

From my own personal observations, we were aware of the approaching storm all day on the 21st, from my home at the head of Penobscot Bay, on the Maine coast. We had the wind from south southeast and southeast in the morning. Some time after noon it settled in the east southeast, with a sky that spelled hurricane beyond a question. We began to believe the incredible: that the hurricane was striking in on the coast and that we were on the northern and eastern edge of it. We were then farther away from the storm center than the distance between New York and Hatteras. The only question was, would the center pass to the westward of us or was it coming straight in our direction?

The wind held steadily at east southeast throughout the afternoon — at the period when the storm was striking Long Island and Connecticut — and we began to fear that it was going to rake the whole New England coastline. We were not relieved on this point until evening, when the wind began to shift towards the southeast. At 10:00 p.m., it jumped quickly into the south, showing that the storm center had passed our latitude.

We had no radio reports to confirm this judgment until evening, and then they were only reports of disaster, never of wind direction. Roughly speaking, we were able to decide six hours in advance of the storm, merely from personal observation with nothing to check on, that the hurricane was going to pass over New England. The old infallible signs, which are no less scientific because they are simple and timeworn, indicated this clearly enough. Had we been off the coast in a sailing craft, we would have hove her to on the starboard tack without hesitation.

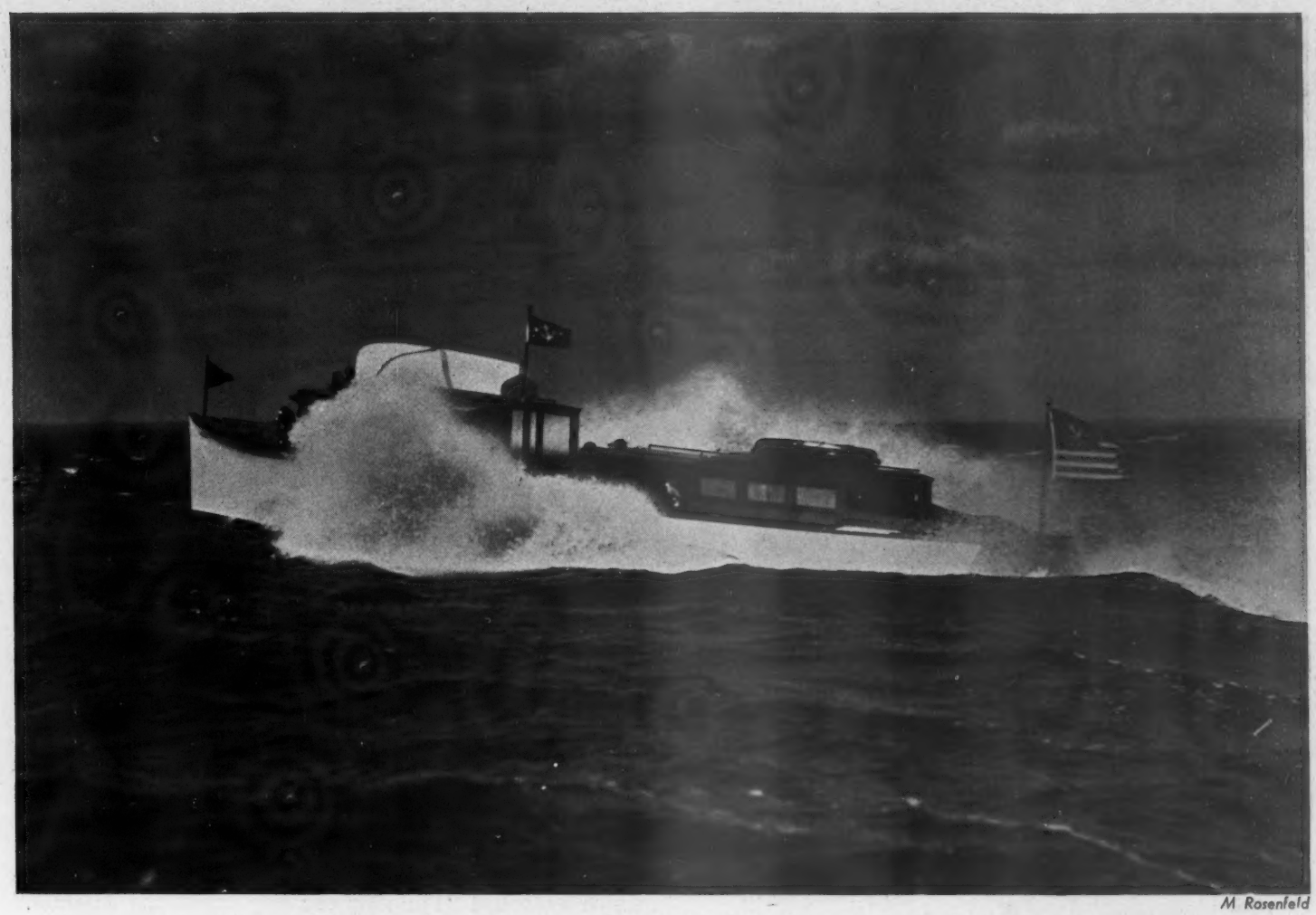
Why the Weather Bureau failed to take cognizance of these signs is an open question. It should be remembered that with respect to the same hurricane two days before, when it seemed to be approaching the coast of Florida, the Bureau aroused the region, the press of the country carried the news under front page headlines, the City of Miami was fully prepared for the storm, and everything proper and possible was done. Even the storm wave was predicted and measures were taken to protect shipping in harbors.

I am aware that there are many extenuating circumstances in the present case. The ordinary hurricane track along the Atlantic seaboard swings off to the eastward; not within the memory of any member of the Weather Bureau's staff had a hurricane struck in from sea in northern waters. The thing was unusual enough to seem impossible — that is, to one not versed in the history of past storms. And the passage of the storm from Hatteras northward was incredibly swift; swift enough, certainly, to catch bad seamanship napping.

It is fair to say that no one could definitely have foretold the arrival of this storm in time to reach the morning press of September 21st; such an announcement would have had to go to the newspapers before midnight of the 20th, when the storm was off Charleston, S. C. But the extreme *probability* of such an event had been apparent ever since the hurricane had begun to turn northward from twelve to eighteen hours before, especially in view of the high pressure area extending from the Bermudas to Nova Scotia. There was a definite low pressure channel in the air heading for Long Island, along which the hurricane might have been expected to pass — along which, in fact, it had to pass.

A survey of the Weather Bureau's official announcements in the press for both September 20th and 21st, however,

(Continued on page 104)



M Rosenfeld

Even a staunch, tight boat may get water in the bilges from seas coming aboard in rough weather. A yacht of this size can accommodate the best in pumping equipment

NOTHING TO DO BUT PUMP!

The Importance of Having Adequate Equipment to Clear Your Bilges

By F. G. MERRICK

WE ENTERED the Gulf Stream during the last Bermuda Race without much fuss and I breathed a hopeful prayer that, for once, we would have moderate seas and favoring breezes. By dusk, it became evident that I had prayed in vain, for as the water got warmer it also got rougher and we found ourselves trimmed as close as the boat would foot, on the starboard tack, in a typical Gulf Stream southwest blow. The old girl took it in her stride, hitting a Gulf Stream rock occasionally with a grunt of protest, but otherwise stepping along as well as could be expected under the conditions. She was a beamy, wholesome, comfortable cruising yawl, not built for racing nor for close windward work in the open ocean. Our hope had been, and still was, that we would get a slant of wind which would allow us to start our sheets and give her a chance to do her stuff — for with moderate seas and sheets started she had proved herself an able competitor.

I had gone below and was sitting on the lee transom in the main cabin, struggling — with a combination of highly jittery dividers, parallel ruler, charts and notebooks on the cabin table — to fix our position before turning in. Just at the back of my neck, in the high bunk, the gentle snoring of a watch officer off duty lent a crooning chorus to the swish of the bow wave and the murmured conversation of the watch on deck.

The thought had just occurred to me that, while the old girl might never make an ocean racer, she was a grand cruising boat, when a blast of Billingsgate issued from the bunk abaft my beam and nearly lifted my hair off. Almost simultaneously, something heavy but sort of soft bumped the back of my head. I looked around to discover the rear end of the just awakened watch officer rapidly emerging from the bunk!

" — — !! — X **!!! ?? !" roared my shipmate.

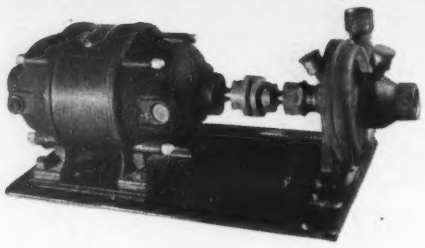
"'Smatter, mister?" I demanded.

"The — — bilge just came up and slapped my face!" he howled, as he landed all standing against a corner of the table. With his eyes tight closed and sputtering bilge water, he groped around. I handed him a shirt and he wiped off his face.

There was plenty of water rolling down the bilges, sloshing into the bunk and, in general, making a holy mess of things. That meant only one thing — the old girl was leaking, and how! With dry bilges, even when you are heeled over, you don't get water in a bunk built above the water line. I didn't

Jolly pumping weather! In stuff like this pumping is a heartbreaking job unless the pumps are conveniently-located and are of ample capacity

Below, a standard type hand rotary pump. Another variation of this pump is the "wiggle waggle," with handle moving through a short arc. Useful where obstacles interfere with full circular movement of the handle



A popular type of electric pump. It can be installed where there is no danger from water, and the intake pipe can be led down to the bilges

yell "Man the pumps" because, just before we started in the race, the owner had installed an electric pump and I had hopes it would do the job. But I shuddered at the thought of what we'd have to do if it went back on us, for the other pumps consisted of an ordinary plunger pump in the cockpit and a "handy billy" or small force pump. These, I believe, would have been adequate in the emergency but anyone who has worn out his back and arms with that type of equipment, in a serious pumping situation, will understand why I shuddered.

Now, as this happens to be a true story, I cannot tell how we nearly sank, how the water crept up to the carlines while the electric pump was drowned and the crew wore itself out pumping, and pumping, and pumping, and the ensign flew union down! But I note from the log that in one period of 24 hours we ran the pump 4 hours and 35 minutes. The capacity of the pump was 6 gallons per minute, so according to that we pumped 1650 gallons between sunset and sunset — and that's a lot of water! If you don't believe it, you can figure that a regular size galvanized bucket holds about two and a half gallons and see where that gets you. We were racing, so we didn't let up but kept pushing her along. But I know that visions floated occasionally before me, and I know that every time the generating set coughed — without which machine we could not possibly have kept the pump going — I held my breath. For two days, while the Gulf Stream roared and the boat jumped from Gulf Stream rock to Gulf Stream rock, the crew sailed her hard, the Skipper, who was also electric pump expert, managed to keep the bilges clear. Most of the time he was practically upside down with his nose full of bilge, in frantic efforts to clean out the strainer which had an annoying capacity for finding all the loose atoms in the bilges and choking on them.

After the two days, the weather moderated and, as the boat got easier, the leaking eased as well — which a Gloucester fisherman will tell you is a characteristic of any good boat! But that yarn has a lot of meat in it on the subject of pumps. It was my second experience of pumping the ocean instead of the bilge, my first being on a transatlantic cruise which we called "Pumping our way across the Atlantic." This discussion is not to be a catalog of pumps, however, but rather a broad consideration of water in the bilges, and how to get it out with the least fuss and worry on the part of the crew, and a brief survey of the requirements of adequate equipment.*

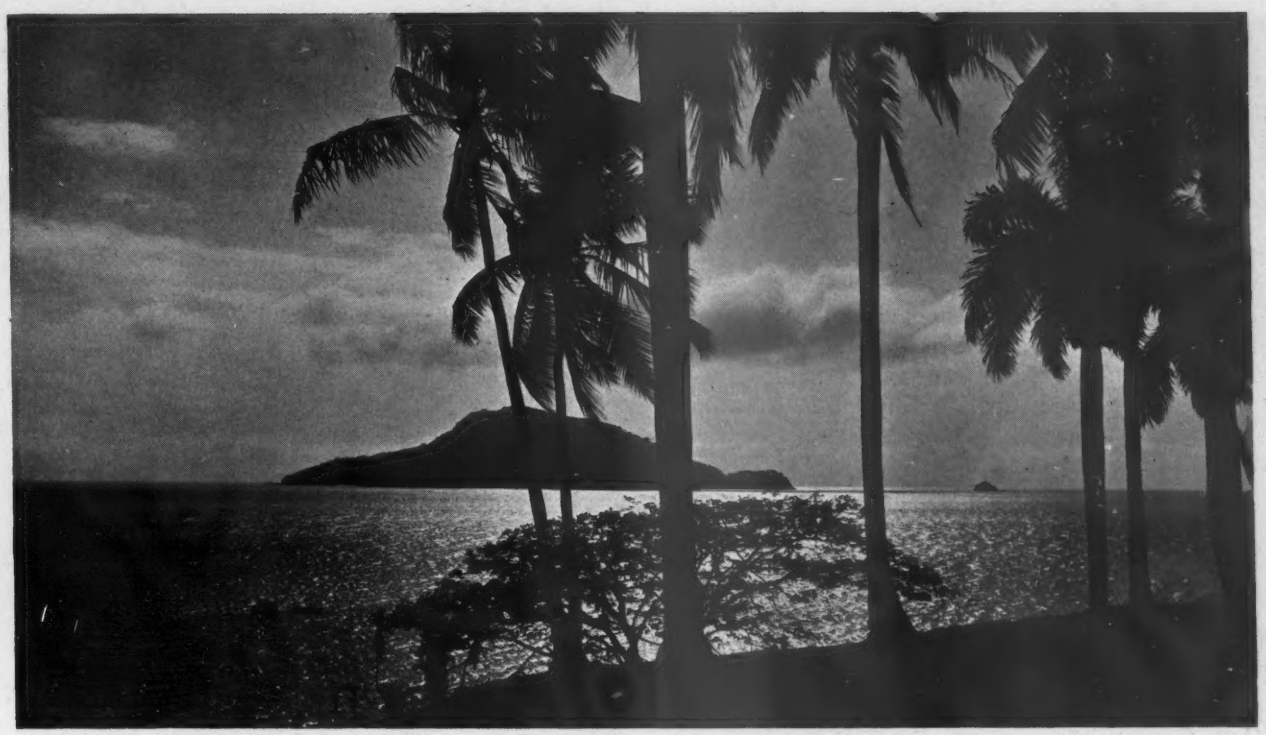
The possibility of serious leaks presents a definite problem on any boat, no matter how staunchly built, because so many different things may start a boat leaking. Time was when a naval architect could feel reasonably certain that, if he designed a boat to cruise in sheltered waters, she would be used only for that purpose. But today, if one turns out a boat over 20 feet long, there is no assurance how long it will be before someone starts her offshore for here or there, or just to catch some of Kip Farrington's fish.

Adequacy, efficiency, accessibility. These are the three factors in any pump equipment which challenge our attention.

What is adequate pumping facility for a given boat? That is a broad question and can best be answered in gallons of discharge for a given length of time. And I am going to answer it from a psychological as well as a physical point of view. From a psychological point of view, the average person doesn't really get worried about the water in his boat till it gets up to the floor boards in the cabin (or the cockpit flooring in open boats); or in a sail boat until it rolls down the bilges and starts to get into the bunks and lockers. From a physical point of view, you must consider the endurance of your crew and the fact that there will be other work to do on the boat besides pumping. And this point must be considered regardless of the fact that you may have a power pump on board for, in the last resort, you may be called on to pump by hand, even on a good sized boat which normally relies entirely on power.

* *For discussion of individual pumps, see "Waterfront News," YACHTING July, 1937.*

(Continued on page 113)



Taboga Island, which we left on the starboard hand on our way out toward the Perlas Islands

PANAMA—PLENTY OF FISH

By

HARLAN MAJOR

". . . When with eagle eyes
He stared at the Pacific — and all his men
Look'd at each other with a wild surmise —
Silent, upon a peak in Darien."

KEATS tells this of Cortez, but it was Balboa who, on that September morning of 1513, first beheld the Pacific from a mountain in Darien. Five days later, knee-deep in a friendly surf and waving the banner of Spain, he proclaimed the new-found ocean and all its bordering lands to be the property of his master and mistress, the King and Queen of Castile.

Balboa, however, was interested in the Pacific not for its own sake but for the gold and pearls which the Indians told him came from the great sea. Far to the south, the Incas were already using the gold he longed to find, and but a few miles from where he stood the Indians of neighboring islands adorned themselves with pearls.

A few years ago we thought we had discovered fishing in those same waters of the Pacific but that, too, antedates the visit of Balboa, for the very village whose shores he claimed had long since been named by its Indian inhabitants "Panama" — plenty of fish. The arrival of the Spanish marked the transformation of a peaceful little fishing village into a crossroads of invasion, exploitation and pillage. The passage of the centuries threatened to lessen its importance but the Canal reinstated Panama as the principal crossroads of the western hemisphere.

The Canal brought a different type of explorer. There were engineers, doctors, merchants, bankers and all who built and who made living safe and normal for those whose courage and brawn were to cut a continent in two.

As the union of the Atlantic and the Pacific was accomplished and ships passed from one ocean to another in hours instead of weeks, some of the newcomers moved on to other ventures but many stayed to maintain and operate the giant enterprise and, what was more important, make their homes in this garden spot of the tropics. After the Canal was thoroughly tamed, these men looked anew for conquests and they found them — thousands of them — hidden below the surface of the friendly Pacific. Balboa saw only the fortunes in pearls to be grasped from the helpless natives, but today these islands are better known for big game fishing than for the pearls that reduce many a fat purse to small change.

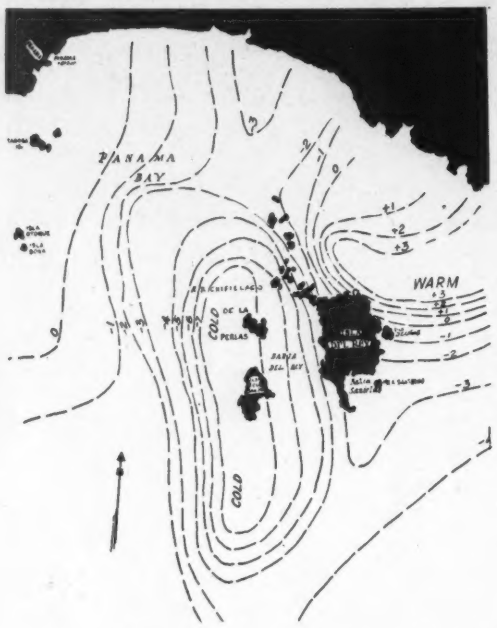
For a time, the catches were merely small school tuna, enormous rooster fish, *crevalle*, countless dolphin, amberjack, *corbina*, as well as innumerable members of the mackerel family. Real excitement, however, developed in the summer of 1927 when a group of fishermen saw what seemed to be a sailfish field day. Thirty or more fish jumped and careened around their boat and one came alongside to give the astonished fishermen their first close-up of a sailfish. A few days later, with the heaviest tackle they could assemble, they tried to take one. A seven-pound mackerel was used for bait. This a fish promptly took. After four jumps, he went about his normal business, taking most of the fisherman's 27-thread line. Then Doctor Harry Mitten, an old-timer in the Canal Zone, tangled with another one but his five-foot leader was not long enough to keep the fish's tail from cutting the line. Then H. H. Hamer managed to hang onto one that weighed about 130 pounds.

This finished the season but early the following spring "Pop" Potter was unfortunate enough to be trolling a lead squid — on a hand line. Thanks to the breaking of the leader, he kept some of the skin on his hands. Dr. Mitten followed

with a sailfish of 130 pounds which was promptly mounted and hung in Jimmie Dean's "Interior Decorating" establishment.

About this time (it was in 1928), I began hearing from Mitten: "Can you give me any information on taking sailfish and what baits are used?" Excitement was high. Everyone was clamoring for any kind of information concerning sailfish. It was not many months before I was seated in Dr. Mitten's office — the beginning of a lasting friendship and much excellent fishing for me.

Most of the dozen or so fishing boats leave from the Balboa Yacht Club and it was only a matter of minutes before our boat passed Flamenco, a round-knobbed island which was our last reminder of civilization. Our course was about southeast, passing some distance from Taboga with our next landmark Saboga, thirty some miles distant. This island is



Water temperatures in Panama Bay show a striking variation. On the chart, temperatures in the bay are compared with those of Panama Harbor, readings being shown as plus or minus those of Panama Harbor. Many cold streaks are found in parts of the Perlas group and it is in these streaks that the best fishing is found

one of five which protect Saboga Anchorage, a ten-fathom harbor two miles long and one mile wide. Another of the group is named Contadora (treasurer) because it was on the mile-long crescent-shaped beach of this island that the pirates met to divide their spoils. Legend has it that much of the plunder was deposited in the sand and crevices of nearby islands. From here, we headed south, past the little Isla of Catalina which withdraws its head at each high tide, and across the North Passage. We waved to the Isla Senora, with its Senorita hovering close by, and turned into Perry Bay to anchor close to Trapiche and the Pacific Sailfish Club house. At this clubhouse, there is no gatekeeper, no plush carpeted lobby, no black-coated waiter in the dining room to point out the highest priced dishes on an embossed menu. The sewing circle is absent and so is the bar. Trapiche would quake at the sound of a dance orchestra. Instead, an Indian caretaker paddled us ashore in his dugout canoe and we were greeted by his wife who is the only other inhabitant of the island. Between them, they prepared the food we brought, showed us to comfortable cots on well-screened porches and left us to sleep and dream — much as did Balboa on his first visit to the island.

Most of the fishing is done a few miles west of a line, running nearly north and south, formed by the islands of San Jose and Pedro Gonzales. For some unaccountable reason, the water of all of Panama Bay is divided into warm and cold streaks which seem to bear no relation to wind or current. In some places, the water temperature varies ten degrees in as many miles. Although fish have been taken in most sections of the bay, they seem to prefer the cooler portions and we did most of our fishing in one of these cool sections. Sailfish were abundant and dolphin made such nuisances of themselves that we steered clear of any flotsam that might harbor one. A few minutes' trolling, close to one of the islands on our way back to Trapiche, supplied us with all the small fish we needed for our dinner.

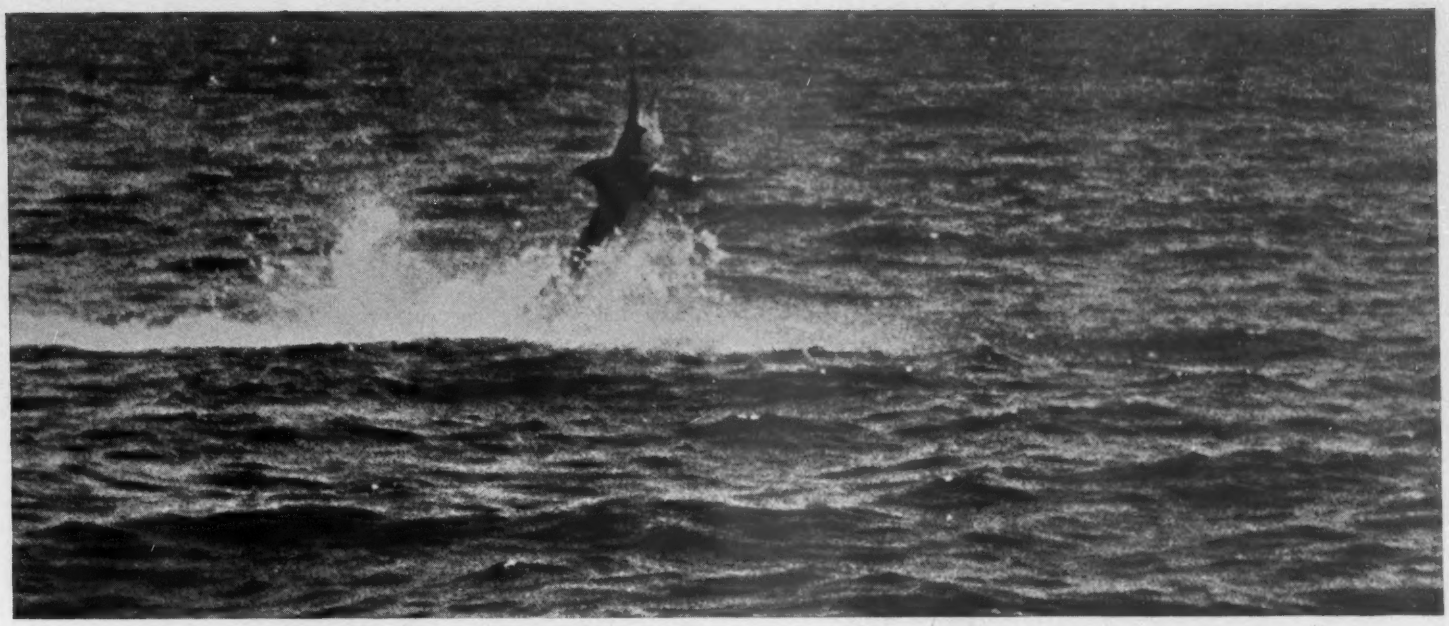
As good as the fishing is offshore, I never tired of coasting in and out of the many bays rounding the rocky points, all the time feeling as though my eyes were the first to peer under the moss-thick blanket of tropical trees. Of the 250 groups of rocks and islands, the largest is Del Rey, which is twelve miles by six. On it the village of San Miguel harbors a few hundred native pearl divers who follow their trade, skin diving from dugout canoes, just as their fathers have for hundreds of years. One of the cool belts, where the fish are so plentiful, is off the western shore of San Jose, the second largest island of the Perlas group. The natives believe it is haunted and not one of them ever sets foot on it. This may be because of the murder of an English settler there sixty-five years ago. His garden and his stock of razorback hogs reverted to the jungle which, added to the fact that no native will hunt there, makes excellent sport for white hunters who are not troubled by the ghost.

On our return trip to the mainland, Dr. Mitten hooked a black marlin which must have weighed about 300 pounds. For twenty minutes, the marlin and his splashing filled the landscape but the hook pulled out, making it impossible to add him to our catch of sailfish and half a dozen other varieties.

I don't want to overlook the rooster fish, called *papagallo*. It looks for all the world like a fighting cock that had been thrown into the water. The first dorsal fin is half as long as the body, but crazy antics seem to have worn off all the skin between the spines of the fin. When hooked, the *papagallo* doesn't bother to swim in the water but runs and races on the surface. One of these weighing twenty pounds will give any fisherman all the fun he wants on light tackle. Major C. C. Chandler tamed one that weighed 72 pounds, a world record.

Each trip I make to the Canal Zone I enjoy more than the preceding one. I know of no group which knows better how to make visiting fishermen feel that they have been

The native Indians of the Perlas Islands are a friendly people who have little, expect little and need little



The marlin puts on an acrobatic exhibition when he feels the hook, trying his best to get rid of it

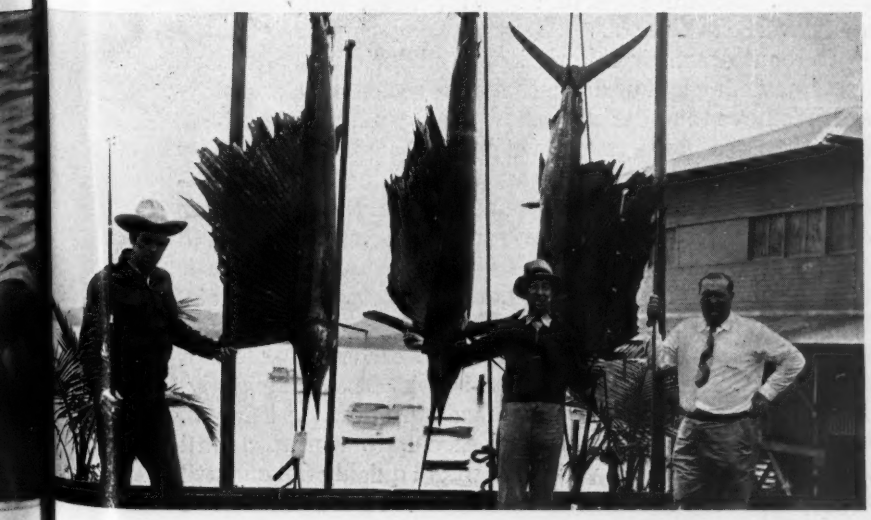
presented with the keys to the whole district. The usual form of welcome consists of a special meeting of the Sailfish Club. Time permitting, a hunting party brings from the mountains the fatted calf in the form of deer, wild turkey, *conejo* (a local rabbit of about twelve pounds), a mountain hen (called *peridzes*) and wild pig. Some or all of these will be heaped on long tables on the open-air second floor of the yacht club. A few barrels of beer, mounted on sawhorses, complete the picture, and the party lasts far into the night.

During the 1938 season, 409 sailfish were brought in to the Sailfish Club headquarters. This number does not include the many fish released after having a neat monel band slipped over the bill for future identification. Of those taken, 167 pounds was the heaviest and the smallest weighed 78 pounds, which would be a good catch in Atlantic waters. The average weight is 111 pounds. Since 1931, the world's records in sailfish have been made in, or within hailing distance of Panama. William B. Gray's fish of 180 pounds was taken at the Perlas Islands; Judge Louis Meyers crowded the mark up two pounds at Cape San Lucas; and Edmund Tremayne recently pushed the record to 190 pounds at the Galapagos. Of the three locations where these records have been made, Panama's Perlas Islands is the only one that can be reached in anything less than a seagoing craft.

Back in 1931, Dr. Mitten took a 250-pound marlin, a Pacific Black, and since that time a few more marlin have been taken each year. During the season just finished, seven were boated, the largest weighing 566 pounds. George Baker, Jr., took one during a previous season that holds the local record of 622 pounds. Fishermen are not satisfied, however, that the limit has been reached, since a dead marlin has been washed ashore that, even in its dilapidated state, weighed 965 pounds.

The boat situation furnishes no cause for worry. There are ten doing charter work and there are few owners of private boats who will let a fisherman stay ashore if he has the urge to fish. All the boats in the service I saw were sound and seaworthy and well adapted to local waters. Their skippers know every inch of Panama Bay and were drawn to this calling more from love of the sport than for the income involved.

Contrary to general belief, the sailfish and marlin season in Panama is not during our winter but from May 15th to November. Arriving at Panama for the first time, a fisherman will do well to carry a fishing rod instead of a cane, or even a fish hook fastened to the lapel of his coat, for he finds at once that Panama is fish conscious and that he has the password to the entire city. On his way in, he may have noticed the bronzed faces of the drivers of the "iron mules" which guide his ship through the locks. Yes, there is lots of sun pouring down on those men but much of that deep tan was picked up fishing at the Perlas Islands. Or, maybe, he flew over the Isthmus in thirty minutes to save time. His pilot probably got his deep tan in the same place. And so it is everywhere you go. Bankers, steamship agents, telephone switchmen, toolmakers, ship joiners, and most of the engineers who are responsible for the life and maintenance of the threadlike joining of two mighty oceans — all know whether the fishing is best near Pedro Gonzales, San Jose, or even how the luck has been bottom-fishing off the Three Friars. Of course, if the fisherman is in the habit of getting his information from official sources, he can talk to as high an officer as he is accustomed to, in either army or navy. They, too, know about the fishing. If, as an American citizen, he wishes to make a complaint about how the fish are treating him, he will find the American Minister well versed in the problem. If all these fail, he might cable his complaint to Washington. The President fishes there, too.

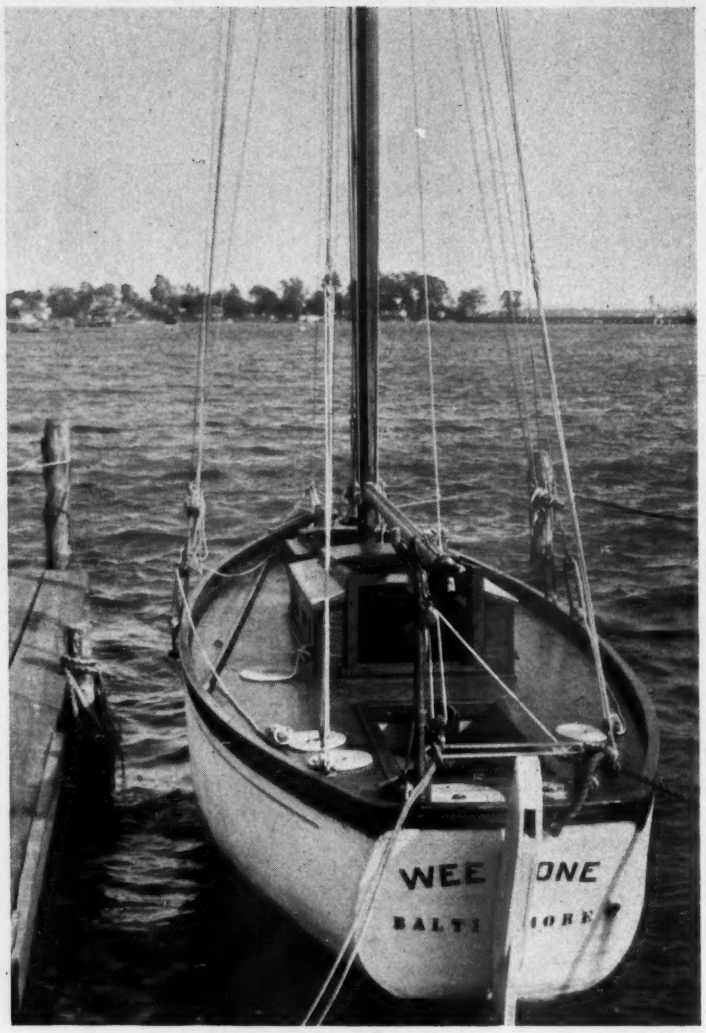


These sailfish of 76, 85 and 110 pounds were taken in one hour. Each is under the average weight for Panama Bay

TO BERMUDA IN "WEE ONE"

An Offshore Voyage in a 20-Foot Cutter

By HARRY A. YOUNG



Short ends, high freeboard and wide decks make her a sturdy, well mannered vessel

FROM the day I first gazed upon *Wee One's* dignified completeness, I knew that here was the seagoing small boat I had always wanted. True, she was smaller than I had planned but her record showed her to be far above the average boat of her size under sail, and one had but to look to see seaworthiness written all over her.

Her wide decks, deep self-bailing cockpit, short ends, and apparently excessive freeboard (which, by the way, I would not reduce one inch) make up a sturdy little vessel, as dry and well mannered in any sort of going as one could wish for. Besides her ability in rough water, her lines and rig have produced a fast little boat and one that will go to windward even in a nasty chop. On an over all length of 20 feet, Fred Geiger, her designer, gave her 6 feet 4 inches beam and 4 feet draft. Within these abbreviated dimensions, *Wee One* has 5 feet 6 inches headroom, two berths, toilet, galley, and a two horse power Palmer engine which is out of sight in its own compartment under the bridge deck. She is rigged as a jib-headed cutter and spreads a total of 303 square feet in her working sails.

From the day she became mine to the day of our departure for Bermuda, my spare time was spent brushing up on my self-taught navigation, checking the rate of a watch which I had set in gimbals, and puzzling over the water storage problem. *Wee One* had a ten-gallon water tank aft. To this we added a fifteen-gallon temporary tank forward and stowed another fifteen gallons in one-gallon tins in the after ends of the sail lockers which extend under the deck to the transom alongside the cockpit. In this way we could keep her in proper trim by drawing evenly fore and aft on our water supply. Forty gallons of water was thought to be sufficient to see us back to the coast if I could not locate the islands.

To prepare properly for an offshore voyage in one's own boat requires an enormous amount of forethought and hard work. There are so many different situations and weather conditions that may be met, to say nothing of the provision problem, that I do not think I would have been able to manage without the capable assistance of my mate, Roy Disney.

We left our slip near Baltimore at noon on Saturday, May 29th, both of us fearful that something would happen at the last moment to prevent the trip. Sunday morning, the 30th, found us a little more than half way down the Chesapeake. The afternoon brought forth our prevailing southeast wind, giving us a dead beat the rest of the way. Rather than buck this and a flood tide, we put into Harborton, Virginia, to have some one show us why the engine refused to run. The morning of the 31st was spent making repairs on the motor and the afternoon saw us on our way again in the face of a double reef breeze out of the south — not much better than the previous day.

During the following twelve hours or so of tiresome beating, we remarked more than once upon our uncanny ability for finding head winds on our vacation trips. At 11:30 a.m., June 1st, we took our departure from Cape Charles, setting a course slightly to the north of Chesapeake Lightship. The wind, now southwest and abeam, sent us along at five knots, under main, staysail and Genoa. Our friends, the porpoises, playfully fought for the privilege of swimming under the bowsprit and at last we were at sea with a fair breeze.

The first day's run gave us 98 miles on our way and placed us in the blue water of the Gulf Stream. Light winds were the order of the second day and a swim in the delightfully warm and crystal clear waters of the Stream was enjoyed immensely. One of us stood on watch for sharks while the other went overboard.

The southwest wind slowly increased during the afternoon and by evening had us down to double reefed main and staysail. We hove to under staysail at 11:00 p.m., wanting to see how she acted in the rollers which were increasing in size by the minute. My decision to heave to was due to a determination to have no mishap at this time. We had learned to judge our speed through the water rather accurately but wind strength is a different story. We supposed at the time that it was blowing 30 or 35 miles an hour, but between 25 and 30 is probably more nearly correct.

Heaving *Wee One* to is done by furling everything except the staysail. The sheet of this sail is next eased off slightly. The tiller on this occasion was lashed hard down to leeward. It was found that she gradually worked up to windward until the staysail luffed, after which she would quickly fall off until wind and sea were abeam. Hesitating here for a moment, she

"Wee One" is 20 feet over all, with beam of 6 feet 4 inches, and 3 feet 9 inches draft

would start the cycle over again. During this cycle probably ten waves passed under her. Later in the cruise we found that we could adjust the tiller to slow up this process and luff the sail completely only once in a great while. Adjusted so, she lay between five and six points off the wind and made about as much leeway as headway. This, I believe, is fairly accurate because I have successfully figured my course while hove to as at right angles to the wind. Under these conditions, she makes about a half knot through the water. After observing her actions for a short while, my uneasiness gave way to increasing confidence. Our motion was much easier in the large swells than it had been in the short Chesapeake chop.

Hove to thus, we were both able to go below and sleep soundly, doubled in a knot, our knees jammed against the square mast and our backs against the sides of the ship. We found the mast location between the bunks useful for this purpose. Morning found the wind reduced, probably to twenty knots. The seas, however, seemed enormous to us. Wave heights, I know, are as deceptive as wind strength. Our mast, however, is approximately 35 feet above the water line and, when in a trough between two large ones, the top seemed about even with the crests. She seemed comfortable under a double reefed main, staysail and flying jib, easing herself gracefully over the crests, wind abeam and sheets eased.

About 6:00 p.m. that afternoon, I was surprised to see, out of the corner of my eye, a towering dark object astern. It was the tanker *Gulfwing*, her skipper on the bridge, megaphone in hand, ready to come alongside. His hail was: "Are you all right?" On being told that we were, he asked if he could be of any help. A position was requested which he gladly gave with his best wishes for a successful trip in what he called a mighty small boat.

As soon as the position was plotted and we saw how closely it checked with mine, we decided to celebrate the event by opening a can of baked chicken for dinner. While on the subject of food, I might mention that our diet lacked nothing on this first half of the voyage. Canned beef stew, lamb stew, various soups, corned beef hash ready to fry, powdered milk (a good substitute for the real thing), tomato juice, grapefruit juice, fruit cocktail, chicken, etc. A large can of fruit cocktail divided between the two of us made a delightful lunch each day and no doubt had much to do with keeping us fit. Eggs kept well in a container in the bilge and the butter, lard, etc., were placed under the bunks where they were fairly cool. Ice, of course, was impossible. The ice box, from start to finish, was used for stowing things other than ice.

The following morning, the steamship *Luossa*, of Stockholm, repeated the performance of the *Gulfwing*. We did not ask our position this time, however. Neither skipper seemed to think we belonged so far offshore which was natural enough, I suppose, since *Wee One* is shorter than their lifeboats! During the day we had the misfortune of having the tank of our pressure stove burst and spill a half gallon of denatured alcohol over the bunks, clothing, through the lockers, and into the bilge. We were extremely fortunate that this did not ignite but a more sickening mess I can't imagine. The odor would be most unpleasant even ashore. In the sea that was running, five minutes spent below was enough to make us rush for the deck, praying for fresh air. A primus, set in gimbals, has long been my favorite stove and this experience clinches its place in my preference.

The following five days gave us delightful breezes, ranging from south to west, strength, ten or fifteen miles, and mostly abeam. *Wee One* loves this going and with her beautiful Genoa, staysail and full main drawing nicely, we ate up the miles in the moderate sea that was running. Steering her thus is a positive joy, and only occasionally is a little pressure on the tiller required. The noise from her bow is like nothing so much as someone below, snoring.

Our day's run was usually around 80 or 90 miles. One day, however, we were able, by running slightly off the course, to set the spinnaker for 24 hours. This day, the best of the trip, put 120 miles behind us.

Midnight of June 9th found us expecting to sight Gibbs Hill and St. Davids Light to the south within three or four hours. We had approached from the northwest and planned to clear North Rock by about ten miles. This would have us 20 miles offshore but still within range of the lights in clear weather. However, as we learned later, thunder squalls

Bermuda is a delightful place to visit, all the more appreciated after a passage in a small boat

After examination by the port doctor, "Wee One" was berthed at the town wharf ahead of the "Princess"

played around the islands all evening and early morning. We apparently came abreast about 10:00 p.m. because at 11:00 we detected the scent of flowers and must have been down to leeward of the lights. Flies had not bothered us for more than a week but next morning there were two on deck.

A strong easterly set must have accounted for our premature arrival. I later learned from "Roddy" Williams, of the Royal Bermuda Yacht Club, that strong easterly currents around the island attend the prevailing southwest winds. A cloudy morning made a longitude sight impossible and, in my excitement, I forgot to clamp the sextant arm for the noon sight. Roy can certify that during the afternoon I just about wore the figures off the sextant scale. Sights were numerous, to say the least. By 1:30 p.m. I had fairly well established our position as 50 miles ENE of St. Davids. Our course was immediately altered to W by S. About 5:00 p.m., a warship, the first object, other than an empty drum and a gas tin, sighted in five days, showed up ahead and several hours later numerous flies came aboard. These we took as a good sign that land was ahead as our course was close hauled.

At midnight, St. Davids Light was sighted on the port bow and the reflection of Gibbs Hill in the sky on the starboard bow. We both stayed awake all night to celebrate; I, chiefly because my navigation was justified, and Roy because he had only three days left to catch a liner which would get him home in time for his job. Light head winds and a cranky engine delayed our arrival at St. Georges until noon, twelve hours after sighting the lights.

We hoisted our quarantine flag at Five Fathom Hole but arrived at the dock unnoticed. After examination by the port doctor, we were directed to a mooring alongside the town wharf where Arthur Woodman, genial host of the White Horse Tavern, took over *Wee One* and her crew. He did a good job of making our stay in Bermuda pleasant.

The fourth day after our arrival was spent signing on a crew and provisioning the boat for the voyage home. Lionel McCallan, a native Bermudian who had spent much time on small seagoing yachts, made an excellent crew.

A thorough study of weather conditions over our route for the past fifty years showed a prevailing SW wind, hurricanes unknown and a *small* percentage of calms for the month of June. We could, therefore, reasonably expect good sailing conditions for the voyage home which was to be either by way of the Chesapeake or Delaware Bay. The actual mileage varies slightly and the final course was to be determined by wind direction on approaching the coast. The trip down, with an unfaltering SW wind, had further beguiled me into expecting the same conditions for the return.

Early on June 15th, after a tow out of St. Georges Harbor by Mr. Stubbs' *Princess*, full sail was set for the return. The wind was light northerly and lasted just long enough to take us out of sight of Gibbs Hill Light, after which a calm set in lasting four monotonous days and nights. We had been unable to obtain repair parts for the engine in Bermuda, so nothing was to be done but wait for wind and try to take advantage of the faint zephyrs which occasionally rippled the surface of the glassy ground swell. Since neither of us is of a nervous disposition, the first several days were no hardship. At the end of the third day, however, we were slightly less than 70 miles from Bermuda and beginning to worry.

Morning of the fifth day brought us a whole sail SW wind which allowed us to slack sheets and really move. By evening, we grudgingly turned a double reef in the main. When the increasing wind forced us to heave to under staysail early next morning, we cursed our luck. Twenty-four hours later, the staysail, which was hammering badly each time a wave threw her into the wind, was furled and we ran before it under bare poles. We decided that running before it would save the sail and rigging and would help us a little on the course. Until 3:00 p.m. the following afternoon, wide awake steering was imperative as about every second sea was breaking, each of them a menace.

The center of the depression (reached in mid-afternoon of the 22nd) was attended by intense rain and wind. My guess about the wind force is of little value, and we had no instruments for this purpose. However, water was being whipped from the crests in a straight line, making the rain taste salty. By 6:00 p.m., the wind had moderated considerably and by dark we hove her to and both went below for rest and a chance to remove drenched oilskins.

Next morning gave us a change of wind direction as well as a considerable decrease in velocity. The resulting cross sea made the going poor under double reefed main, staysail and jib. Although we were anxious to ascertain our position, a sight was impossible in this sea and I gave up after a few attempts. During this time, however, I did locate the best position from which to take a sight in bad weather. By lowering and furling the mainsail in its boom crotch, I was able to straddle the boom, facing aft, my toes under the forward edge of the companion slide, much as a man rides a horse.

(Continued on page 111)

The New "Karina"

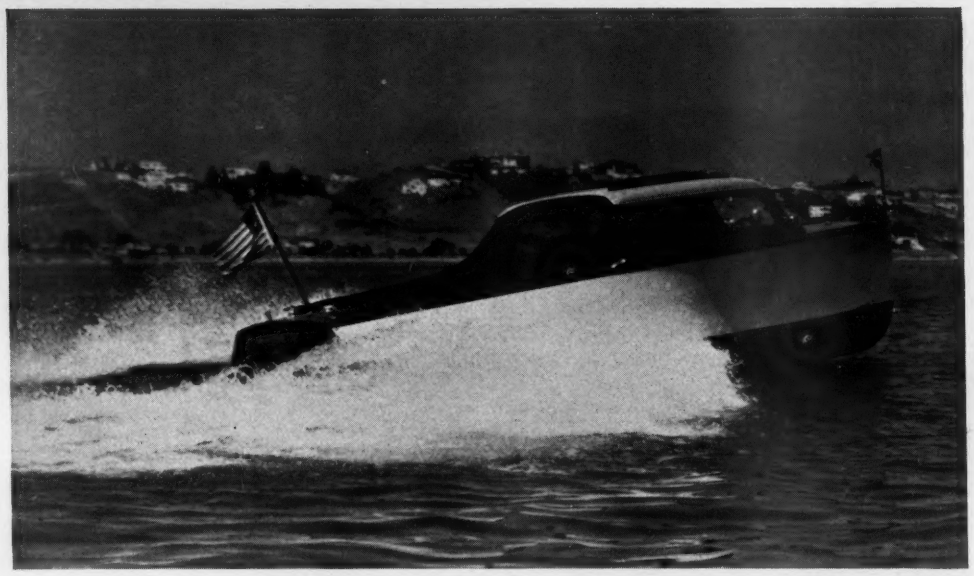
She was designed and built for Robert E. Tod, of the New York Yacht Club, by Dawn Cruisers, Inc., of New York. She is 56' 0" in length over all, 13' 2" beam and 3' 6" draft. She is double planked with cedar and Philippine mahogany. Decks are of white pine and deck erections of Mexican mahogany.

"Karina's" plans were published in the April, 1938, issue of "Yachting."

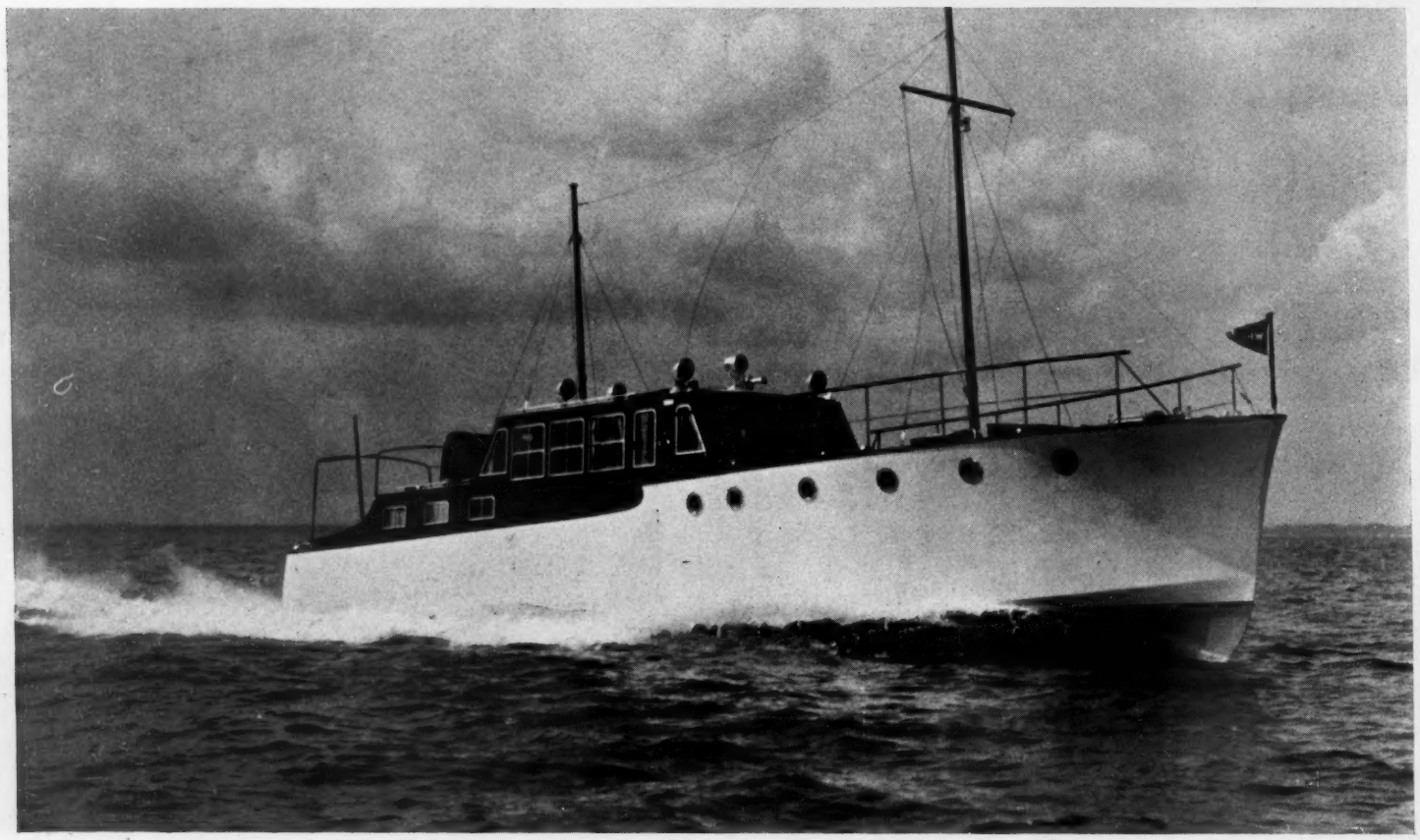
"Karina's" power plant is a pair of Kermath Sea Raider engines which develop 450 horse power each and drive the yacht at a 30-mile pace, fully loaded with fuel, water and supplies and with a dozen persons aboard her.

"Petrel II," owned by Arthur M. Fels, of Portland, Maine, was built by S. D. Winchenbaugh, of Friendship. She is 35' in length over all, 10' beam and 3' draft. Designed for cruising and fishing, she is a husky boat with all the necessary fishing gear. A 90 hp. Universal Cruiser Six engine gives her a speed of 11 knots.

"Marionette" (right) hails from San Diego, California. She was designed by George Kettenburg and built by the Kettenburg Boat Works. A 26-footer, her beam is 7' and her draft 2' 6". Outside planking is mahogany and deck is teak. Her power plant is a 12-cylinder Kermath Sea Zephyr which drives her 30 miles per hour.



"Taifun" was recently delivered to her owner, the Crown Prince of Roumania. The yacht is 54' 0" in length over all and 12' 6" beam. Although designed and built by an English firm, American engines were chosen as her motive power. Two 6-cylinder 5" by 5¾" Scripps engines of 212 hp. each gave her more than her contract speed of 19½ knots.



E. Levick

Ange Baune

"Phantasy II," built by Morton Johnson & Co., of Bay Head, N. J., is owned by Harold F. Herdman, of South Orange, N. J. She is a 56-footer of 13'10" beam and 3'10" draft. She is dry and comfortable at sea and has good accommodations. Her maximum speed is 17½ m.p.h. and she cruises at a comfortable 14-mile pace, driven by a pair of Lathrop engines, Mystic model, of 175 hp. each. Her plans appeared in November "Yachting."

One of the new 1939 fleet of Chris-Craft cruisers, "Tara II" is a 36-footer of the corporation's double cabin enclosed bridge type. Her two Chris-Craft engines, fitted with reduction gear drive, give her a speed of 19 miles per hour.

"Jacpau III" is an Elco Angler of the special offshore type. She was built for Paul and Jack Townsend, of Washington, D. C., and is 47'9" in length over all, 11'9" beam and 3'0" draft. Her motive power is a pair of Hall-Scott Invaders which develop 250 hp. each and drive her better than 28 m.p.h. Her plans were published in "Yachting" in June, 1938.

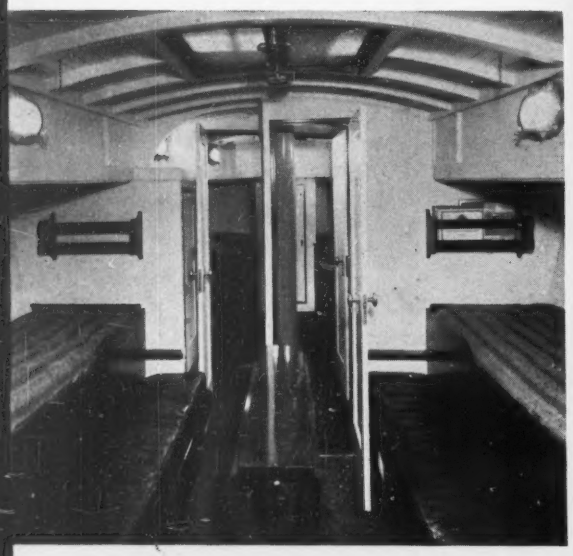
M. Rosenfeld

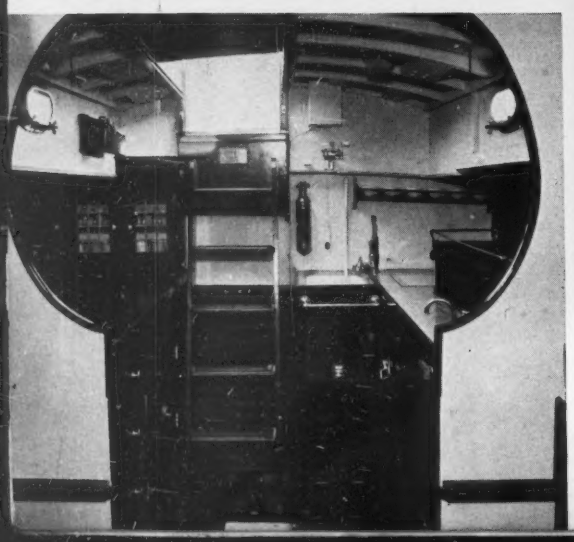
"EGRET"

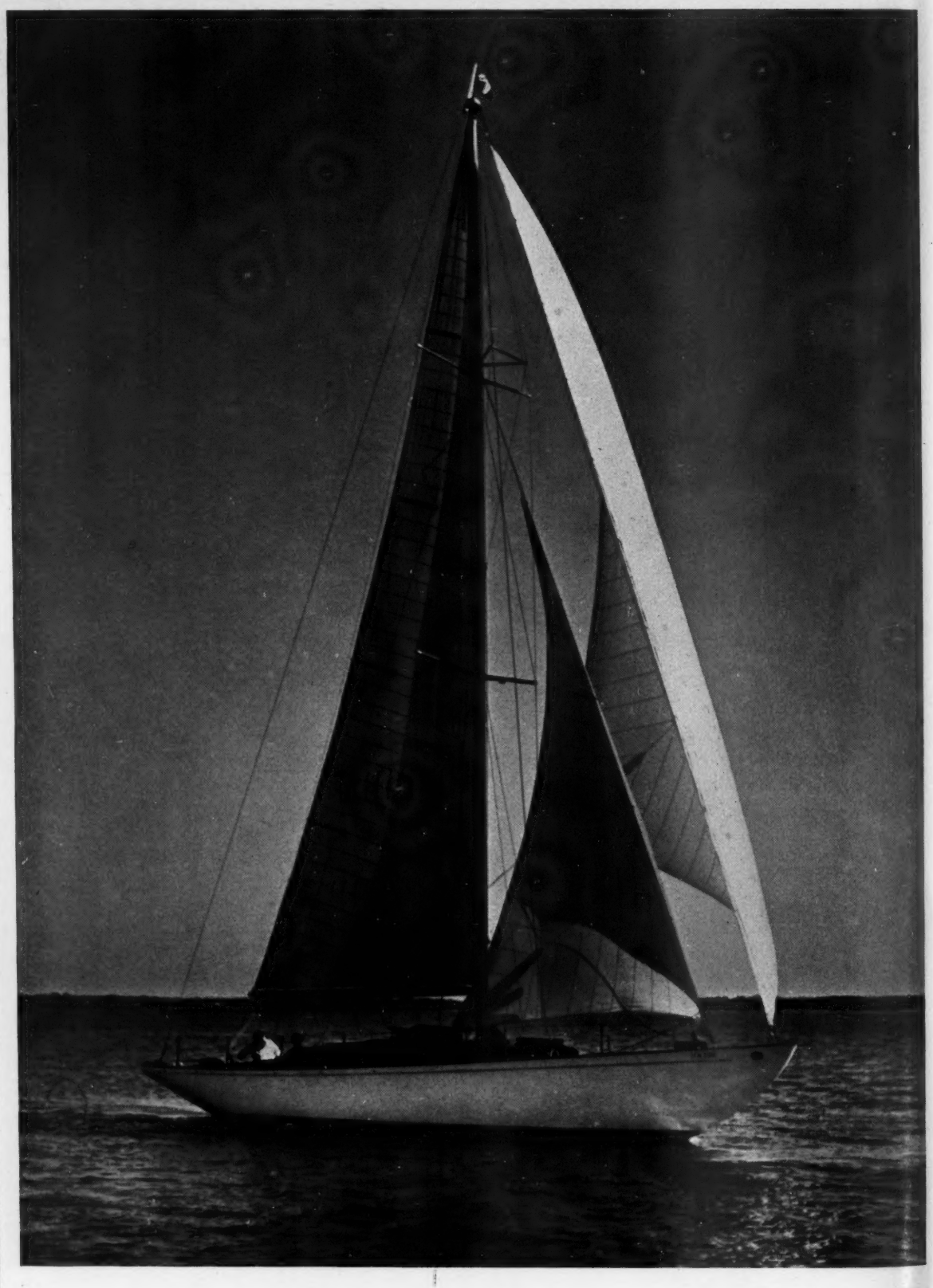
D. Sargent Bell

Soon after being launched, "Egret" took first place, both on elapsed and corrected time, in the annual Love Point—Swan Point Race. She was high point scorer for the season in the races for fast cruisers held by the Gibson Island Yacht Squadron and the Chesapeake Bay Yacht Racing Association. Her plans were published in the July, 1938, issue of "Yachting."

"Egret" was designed by Frederick C. Geiger, naval architect of Yacht Sales & Service, Inc., of Philadelphia, for Charles Porter Schutt, of Gibson Island. She was built by the Mathis Yacht Building Corporation, of Camden, N. J. Her engine is a Gray 4-22 with 2:1 reduction gear. She is 45' 11" in length over all, 32' 0" on the water line, 10' 8" beam and 6' 4" draft.







"Islander" sailed around the Island of Hawaii and into Kealakekua Bay

"ISLANDER" DOES IT AGAIN

Famous Yawl Makes Her Second Round the World Voyage

By HARRY PIDGEON

WHEN the *Islander* sailed from New London on June 8th, 1932, I had no other idea than that we were going home to Los Angeles to retire. But neither *Islander* nor myself travels on a fixed route nor have we ever had any time-table.

A gentle breeze brought us alongside of Block Island before sunset and I ran into Great Salt Pond and anchored for the night. There was a good southwest breeze next morning and I hoped to clear the steamer track before night. When evening came on, I was wet and cold, so I shortened sail and left the *Islander* to find her way through the night. However, I built a good fire in the stove and, reclining with my feet to it, I had an occasional look around through the night. Except for two days, when we encountered some severe thunderstorms with wind and rain in the Gulf Stream, the wind was light on the way to Bermuda. One day my course brought me close alongside wreckage from a wooden vessel that was just awash. It was an ugly looking customer and I thought of the boys who would soon be coming along in the Bermuda Race. It was raining a torrent when I sailed into Hamilton on the 21st of June. A few days later, the yachts of the racing fleet began coming in and, from the amount of wet bedding I saw drying, I concluded that the fleet had met some rough weather.

Bermuda is an ideal place for small boat sailing. One of the many pleasant memories associated with the *Islander* is of a day when I went sailing among the numerous islands and coves of Great Sound and Port Royal Bay with two friends who were on vacation there. I never miss an opportunity for laying in a supply of fresh vegetables and, as the superior quality of the Bermuda onion is well known, I laid in a good store. During my many long runs in the *Islander* I have never been short of water or provisions and have never come into port afflicted with disease.

I sailed from Hamilton for St. Thomas, in the Virgin Islands, on July 5th. Most of the racing fleet had already departed and when I cleared the Narrows I could make out several sails on the northwest horizon. They were heading back to home and friends, while the *Islander* stood away to the southeast. The wind was fresh from the southwest when we were clear of the islands and for three days the *Islander* held her course to southeast with scarce a touch to sheet or tiller. At the end of three days, I was nearing the limit of southwest winds. For a few days I nursed the *Islander* through a region of light winds alternating with squalls; then we came out into the Trade Winds. My object in going so far east while I had southwest winds was to reach a favorable position to get a slant when I should meet the Trades. When I met it, the Trade Wind was light but it kept us moving steadily on. Then, one night, as the *Islander* was cruising along under jib and mizzen, I took a lookout often for I calculated that I would raise Sombrero Light before morning. At four o'clock the light was flashing on the port bow when we topped the swells.

I sailed into St. Thomas Harbor at midday on July 18th. I had heard that St. Thomas was a beautiful place but as the harbor opened out the view that came into sight was a surprise to me. It may be that one who has been drifting between water and sky for so long is a bit enthusiastic, but to me it seemed gorgeous. When I went on shore, something else attracted my attention. I am fond of mangoes and good ones were selling three for a cent in the market. It was a unique place, beautiful and interesting, and I would have liked to linger there. The 25th of July was a holiday in St. Thomas. It was Supplication Day, a day when the people gather in the churches to pray for protection from the hurricanes. This is regarded as the beginning of the hurricane season. When the people of a place begin praying for their own safety, it is about time for the *Islander* to depart.

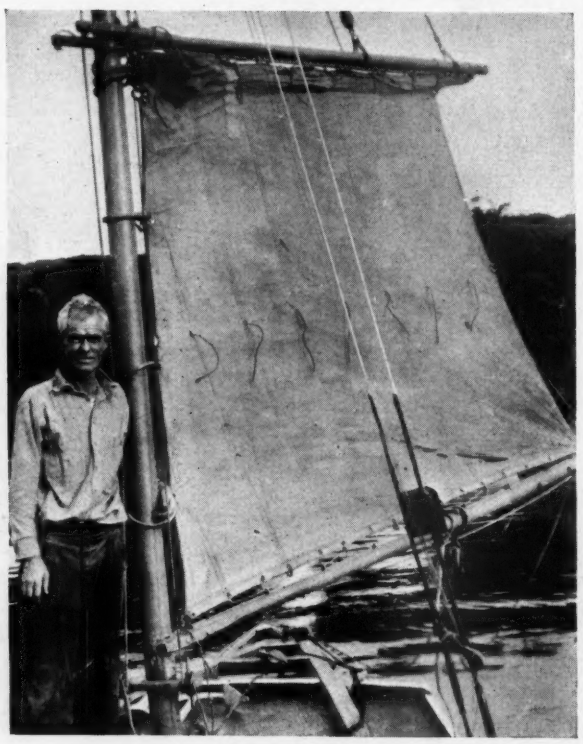
"Islander" arrived at Coconut Island, Hilo, Hawaii, on September 3rd, 1934, 28 days from Los Angeles

But I did not sail from St. Thomas till August 2nd, and then headed for Cristobal direct. I laid a course to take me through the hurricane belt by the shortest route and make a quick run through the Trades. I was beginning to think I was going to make the run in ten days when I ran into light winds off the Gulf of Darien. There were head winds, squalls and a head current. Vast clouds were forming; when they drifted overhead, their bases seemed almost to touch *Islander's* mast. I came up with the light on Isle Grande and was then three days beating past it. At last I sailed by in a squall that came down off the land with a torrent of rain and when it was done I anchored in 30 fathoms with a long line and light kedge to keep from being carried back beyond the point by the current. Nineteen days out from St. Thomas I came to anchor at Cristobal.

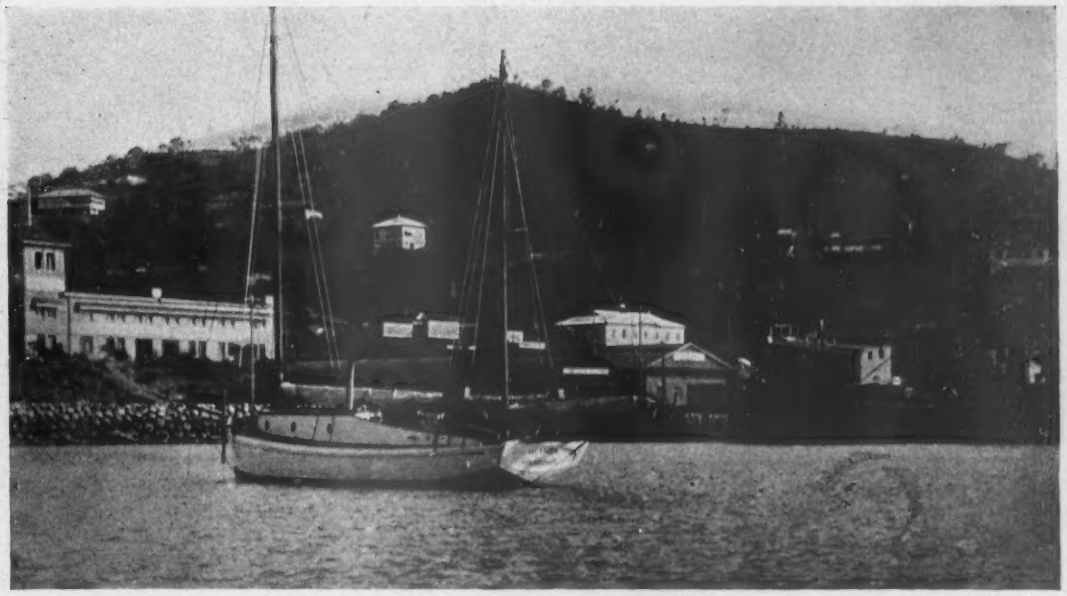
I had several old friends at Cristobal and I found it pleasant lingering for a few days. I then sailed up to the locks and was taken up into Gatun Lake where, for a few days, *Islander* lay with the fresh water loosening the marine growth on her bottom. On September 1st, with two young Sea Scouts as a crew and in company with the auxiliary ketch *Norma,* we set sail on Gatun Lake. The *Norma* grounded on a snag off Darien and we arrived at Gamboa first. Here we found my old friend Lewis, the photographer, with his motor boat *Rambler,* which took the *Islander* in tow. We went merrily through Gaillard Cut, Pedro Miguel Lock, Miraflores Locks and down into Pacific waters where we came to anchor off Balboa. Here we were among quite a fleet of South Sea adventurers. Around us lay the *Evalu,* of Barcelona; the *Southern Pearl* and *Western Queen,* flying British colors; the *Pilgrim,* of Boston, and the *Coquette,* of San Francisco. At Balboa, *Islander's* bottom was given a coat of copper paint and a good store of provisions and firewood was taken aboard for the long run to California.

On September 8th, we set sail in a light breeze that was drawing offshore. As we drifted by the *Pilgrim,* I was hailed with: "Pretty light wind you've got." "Yes; but we have to get used to it. There will be plenty of this before we get home." Farther down the bay, soldiers with machine guns were practicing on a target towed by an aeroplane overhead. Two young soldiers came racing alongside in a motor boat and said, "You better look out. They're firing from the fort." I answered: "I hear them, but I can't look out." The absurdity of a sail boat in a light wind trying to dodge machine gun bullets suddenly struck them and they scooted back to shore.

Off the coast of Panama and Central America there is a vast doldrum and beyond this the prevailing wind blows down the coast from the north and west. The sailing directions recommend that a sailing vessel get out of the doldrums by the shortest route into the Southeast Trades; then run westward to cross the doldrums where they are not so wide, and into the Northeast Trades that should set in near Clipperton Island. There seems to be a current setting out of the Bay of Panama on the north side and on the second night out, as I drifted by Cape Mala, I saw the lights of two steamers; they were the last I was to see for many days. As I sailed away from Cape Mala, a squall broke with a downpour of rain and the wind came out of the west, so I stood off to the southwest once more to try the long track to the south and west of Clipperton Island. The wind came from all quarters and it rained at any time, day or night. There were fierce squalls in which the rain poured down in torrents and I dropped the mainsail and ran off before it; then, again, I drifted the twenty-four hours through in a drizzle. But in the end, I came out into the Southeast Trades. I was then in Latitude 2° 24′ N and Longitude 95° W. In a few days I was in Latitude 4° 48′ N and Longitude 111° 15′ W and turned northwest. As I stood away to the northwest, the weather began clouding up and I was soon back in the doldrums once more. And rain! It rained day or night. All the fresh water I used from the time I sailed from Balboa till I was finally clear of the doldrums I caught from the mizzen. On October 20th, I ran out into clear weather in Latitude 12° 56′ N, Longitude 116° 49′ W. Beyond the doldrums I had expected to find northeast winds but instead the wind was well around



The mizzen tore across at the head, so it was reefed to the gaff. It looked odd — but it worked



"Islander" at Port Moresby, New Guinea, after a 66-day passage from Honolulu, single-handed

to north. This kept me going farther to the west and it was a good day when we gained a degree of latitude in twenty-four hours. On November 14th, my Latitude was 32° 48′ N, Longitude 133° 15′ W, when I stood away to the eastward with a north by east wind that in the end shoved us into a region of fog, drifting kelp, bottles and other indications of land. Then, one evening, I saw a small freighter going north. I had then been more than eighty days out of sight of land and never a sight of smoke or a sail. Next morning, I made a landfall at San Nicholas Island. To the south and east of Point Conception, the wind is usually light at this season and I was three days drifting in from San Nicholas. At sunset on December 5th, 1932, the anchor went down off the Los Angeles Yacht Club and I turned in for the first night of real rest I had had for many days.

Home again after an absence of more than six years, I found life rather pleasant, and I enjoy it most when there is no monetary consideration about what I am doing. When *Islander* is at her home port, I have a wonderful time. In Los Angeles Harbor, I could keep my boat in commission all the year round. Winter or summer, a party of friends would come for a sail and we would cross the channel to Catalina Island, a place that has a special charm for me. Coming back from one of these short cruises, I almost always found someone ready to take me for a land cruise, sightseeing or mountain climbing; then arrangements would be made for another party to go to the island. One often wonders why one leaves pleasant surroundings for a life of discomfort.

It's a great advantage for a circumnavigator to have a good-looking crew, particularly in port

It all came about through my taking friends for a sail to Catalina Island. Two of these channel sailors, Miss E. M. King and my niece, Miss Evalyn Smith, decided they would like to extend one of these voyages to the Hawaiian Islands. It's easy to sail away when the weather is fine and the sea rippling in the sunshine; then, when far out, one has to carry on, come what may.

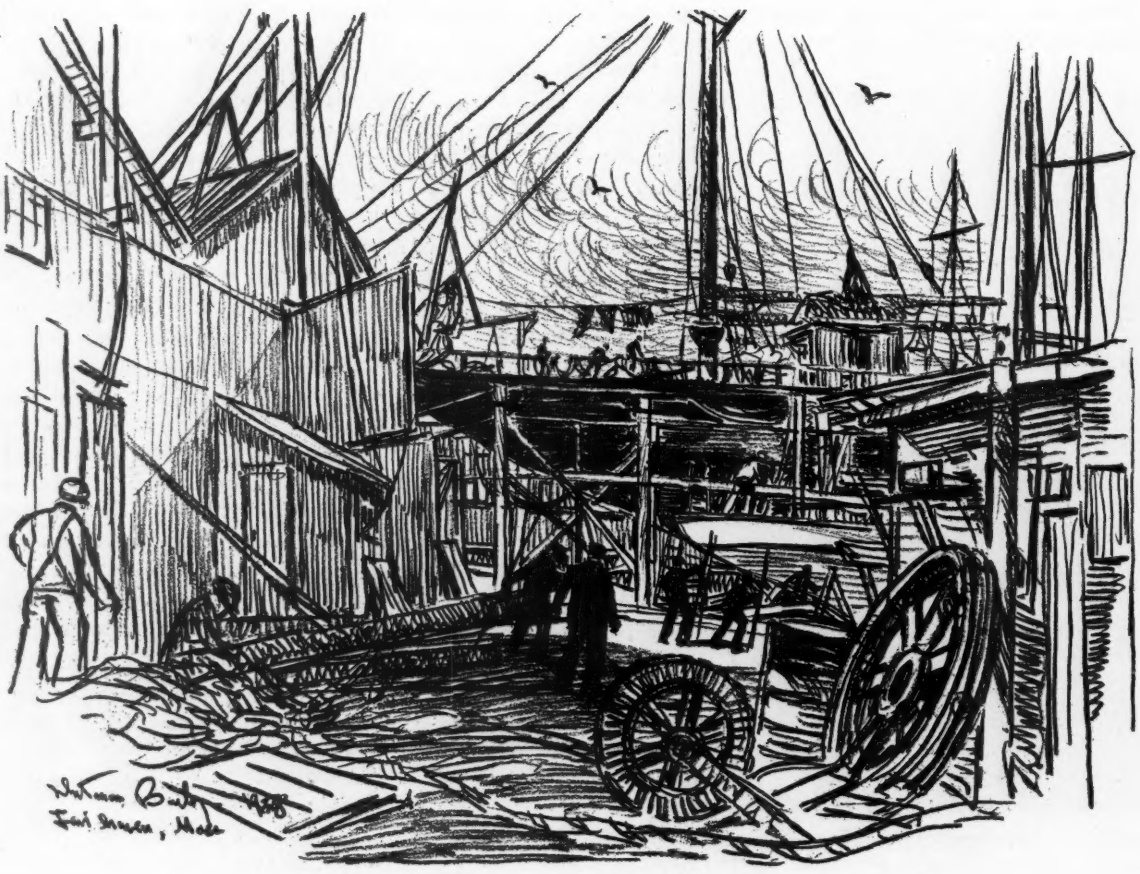
We sailed from Los Angeles on August 6th, 1934. The weather was fine and there was a fair wind all the way. My crew was never seasick; being used to camping and mountain climbing, the ladies did not complain of the discomforts of going to sea in a small boat. For the watches, Miss King was on from eight o'clock till midnight, when I went on to six o'clock in the morning, and was then relieved by my niece. Day after day the sun came up in a rose-tinted sky and set amid flaming clouds. The gonies disappeared and tropic birds took their place. A man-o'-war bird hovered about and the next morning the great Island of Hawaii loomed up ahead. On the evening of September 3rd, we sailed into Hilo Harbor.

I now found what a great advantage it was to have a good-looking crew. We were entertained, shown all around the island and arrangements were made for us to ascend to the summit of Mauna Kea, 13,825 feet above the sea. The volcano Kilauea went into eruption the day after our arrival and kept up the display as long as we were on the island. We sailed around the island and anchored the *Islander* in Kealakekua Bay, near the monument that marks the spot where Captain Cook lost his life. The channels that separate the islands of the Hawaiian group are noted for rough choppy seas, and they held to their reputation when we crossed. While crossing the 60-mile channel from Oahu to Kauai, the head of the mizzen was torn off just below the gaff and we finished with the sail reefed to the gaff. Odd looking sail, but it worked. I am often asked if I carry spare sails. At Kauai Island, I took off the old main and mizzen and bent on the spares. Our stay in the islands was enjoyable, indeed, and the girls did talk of going on to Samoa but, in the end, my niece decided she would stay in Honolulu and Miss King took passage on a motor-ship for Manila. For a time I was undecided as to whether I would return to Los Angeles from Hawaii or extend my cruise. At the time, there was a fleet of small ocean cruisers at Honolulu and there was an air of adventure about the place. The thing is contagious. In the end, I concluded I would like to visit my friends in Port Moresby.

On March 29th, 1935, the *Islander* was under way once

(Continued on page 116)

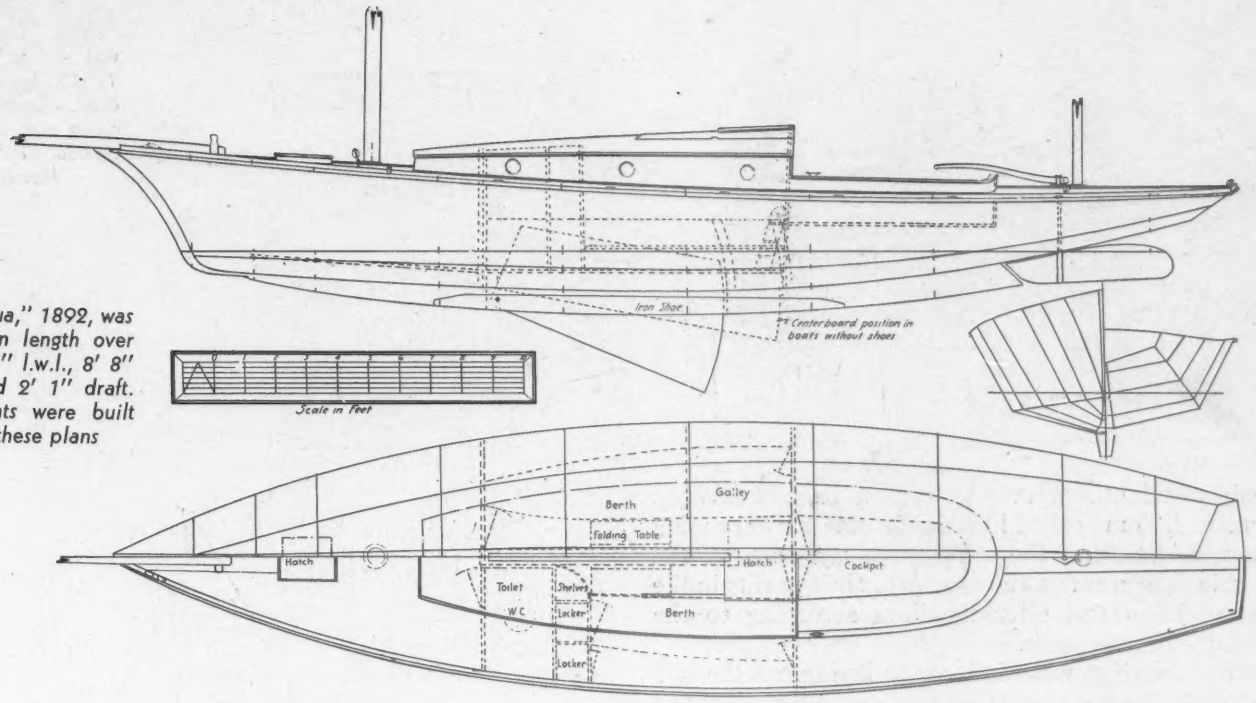
BUZZARDS BAY YACHT YARDS



Above is a view of the Peirce & Kilburn yard, Fairhaven, from the entrance, looking toward the slips and the basin. At the left is a corner of Casey's yard, with a fisherman up on the railway for overhaul.

In spite of the violent September hurricane, the yards on the Fairhaven side are getting back to normal.

From drawings by Whitman Bailey

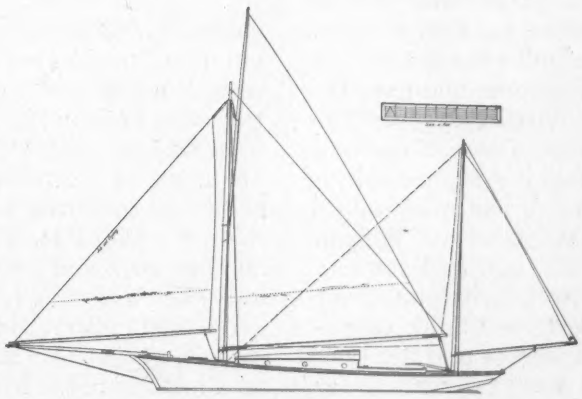


"Minocqua," 1892, was 38′ 0″ in length over all, 28′ 5″ l.w.l., 8′ 8″ beam and 2′ 1″ draft. Four boats were built from these plans

THOMAS CLAPHAM, 1839—1915

A Pioneer Designer and Builder of Light Draft Sailing Yachts

By G. GRIFFITH CLAPHAM



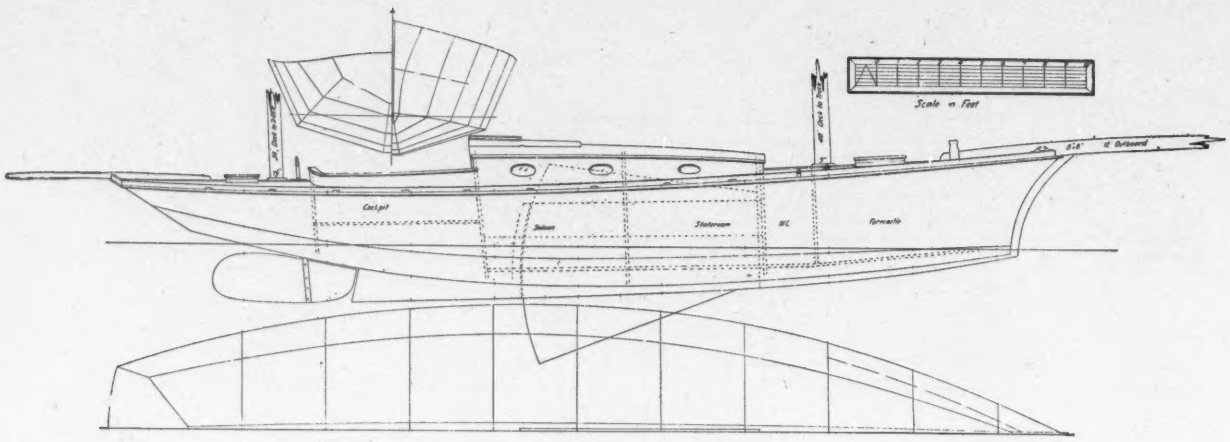
"Minocqua's" gaff was peaked up almost vertically

JUST where or when a man was born is of less importance to most people than what he has accomplished. It is the purpose of this article to present an account of some of the life and work of Thomas Clapham who, from about 1878 until 1910, played an important part in the development of speed, comfort and economy in light draft yachts. Though sometimes referred to as an Englishman, he was born in the United States. His father was a member of an old English family, his mother was an American, a great granddaughter of that Andrew Ellicott who was Surveyor General of the United States. Thomas Clapham was intensely American in all his thoughts and, on having to make the choice, gave up an entailed estate in England, preferring to live in this country. About 1864, he married a brilliant woman who was as fond of salt water as he was. She aided him materially in his career.

My father was always interested in sailing and among his papers I found a letter written to him when he was a boy in which there is a reference to a "sharpie" then owned by him. His experience with the type was life-long. In an old scrap book which I compiled some years ago, there is a page torn out of the *New York Clipper* of 1860 with wood cut and description of a sloop yacht owned by the famous black face minstrel Jerry Bryant. She was a light draft boat "36 feet over all, 12 feet beam, built by Henry Smedley, cost $1200." She was later owned and sailed by Thomas Clapham. It was while cruising in the *Jerry Bryant* in 1863 that he came into contact with the Herreshoffs at Bristol and began a friendship which lasted all his life. Following the first meeting, he was so much impressed with the ability and nautical knowledge of the Bristol family that he gave them an order for a fast racing sloop. It is said that this was the first yacht built to order by that noted family. She was the *Qui Vive*, 42′ in length over all, 14′ 4″ beam and 3′ 3″ draft. She was sailed in many races during the next ten years, with a crew of amateurs, and won a majority of them.

Unwise investments diminished my father's income and he turned to yacht building and designing. One of the most interesting features of his career as a yacht designer is the fact that he had no technical training whatsoever. It is, perhaps, a brilliant example of what can be accomplished by an amateur who is by nature gifted with an understanding of the underlying principles of the art even though handicapped by the lack of modern theoretical training. His main work was not done on the drawing board, though he doubtless had a clear mental picture of the problem on which he was working and the eventual shape which the solution would take. His first step was to glue up the block for the half model, made of thin pieces of different colored woods. Then he would carve out the model, fairing it up by eye and touch and checking the fairness with straight grained white pine battens so that there would be no humps and hollows to interfere with the clean passage of the hull through the water. When finished, the model would be given to the foreman who would take off the lines and lay them down full size on the floor of the mould loft.

He also experimented with sailing models which were



"Ducat," built in 1895, was 45' 6" over all, 11' 10" beam and 2' 9" draft. Headroom in her cabin was 5' 6". She carried 1165 square feet of sail

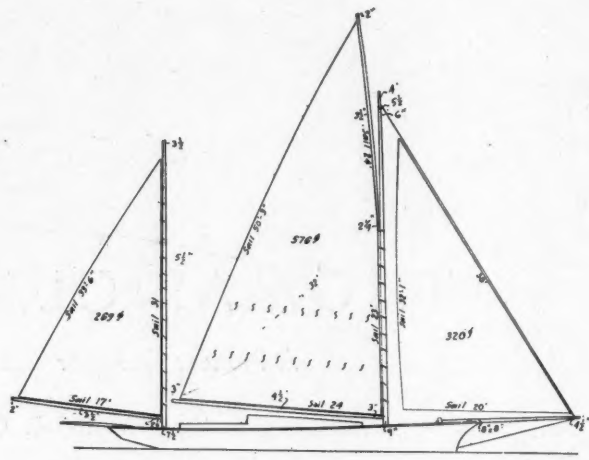
raced against each other on the trout pond back of his shop at Roslyn, L. I. Some called him unscientific for depending on the model instead of the drawing; today, some of the most capable designers test the models of their yachts in the experimental basin and alter the lines according to the results obtained in the tank.

He did use drawings when it came to laying out the sail plan. He would draw a sheer plan and carefully study the model. Then he would mark the center of lateral resistance and the center of effort and draw in the sails without any calculation at all. And the boat, when completed and taken out under sail, would balance! It was uncanny to see him do this with boats of different sizes and models. He would say: "If a man can't make a boat balance without hours of 'calculations,' he'd better quit!"

Mr. Clapham was much impressed with the performance of the New Haven sharpies and tried out modifications of the type, finally producing what he called the Roslyn Yawl. To prevent the *slap, slap* of the water under the flat bottom of the sharpie's bow, he dropped the forefoot and gave the bow some deadrise, producing the Nonpareil type. The Roslyn Yawl had a single jib fitted with a club, a mainsail with a long gaff that was peaked up until it was practically a topmast, and a good sized mizzen which had a horizontal sprit instead of a boom. The rig was handy and fast. William J. Starr, who owned one of these craft, said in YACHTING twenty-odd years ago: "One of these Roslyn sharpies, about 39 feet over all, which I owned, was the easiest thing imaginable to handle, very fast with sheets started and not only surprisingly able (she cruised up and down the coast as far south as Delaware Bay), but was apparently uncapsizable, although carrying only 1100 pounds of ballast in a shoe outside. In fact, the stability of all the Clapham boats, including the later *Bouncer* model, was a constant surprise, though beam was never used to excess, the ratio in the sharpies being from 1:4 to 1:5. The shape of the hull was what kept them right side up."

In every line of human endeavor, confidence as well as understanding is essential. A few extracts from *Forest and Stream*, the leading yachting publication of those far off days, may not be amiss to show Clapham's attitude. Remember that this was in the beginning of the "cutter craze," when many American yachtsmen and yachting writers were enthusiastic advocates of the narrow "plank-on-edge" type. We quote from a letter of Thomas Clapham's published in the issue of February 14th, 1879: "I am at present building a sharpie, on experimental lines, and if the captain of any cutter or deep keel yacht is anxious to prove a shaky theory I will be most happy to give him a turn to windward and home in any kind of weather and the rougher it is, the more sanguine I am of demonstrating that fifteen inches is better than fifteen feet in the way of draught."

As a proof that a sharpie could face heavy weather, this



statement was made in 1879: "Reported that a sharpie went out from Branford to the reef off that harbor and rescued the crew of a schooner wrecked there when neither smack nor tug could be found in New Haven to venture out."

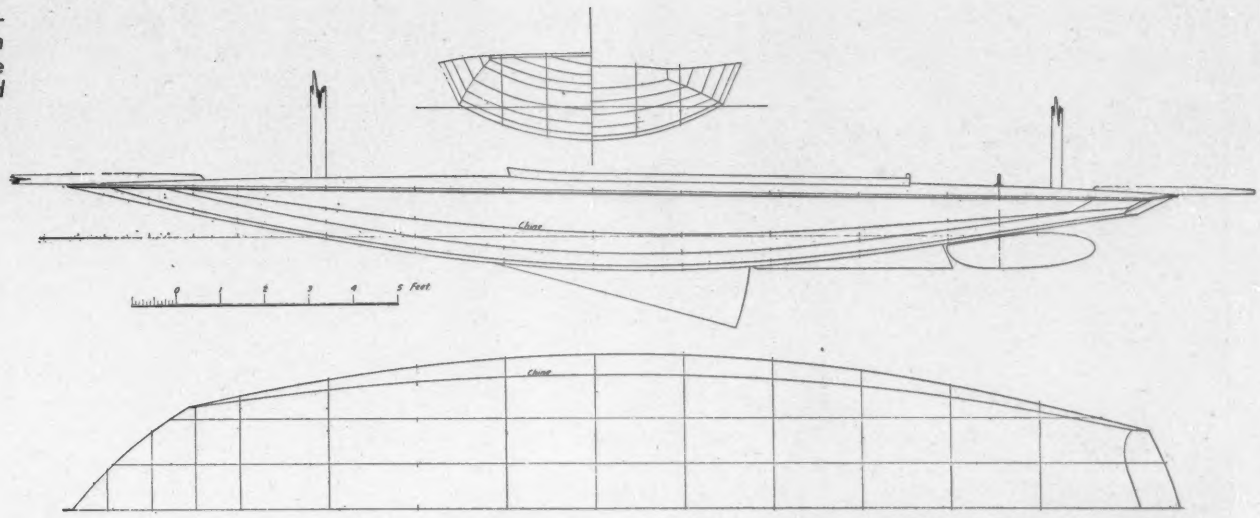
In 1881, he wrote: "There is not the slightest difficulty in producing an uncapsizable light draught yacht that will equal or surpass the cutter in seaworthiness and speed, yet be absolutely unsinkable. Why, then, should we turn to England and borrow a loggy, slow and unhandy model when at our own water's edge we have something better at far less cost."

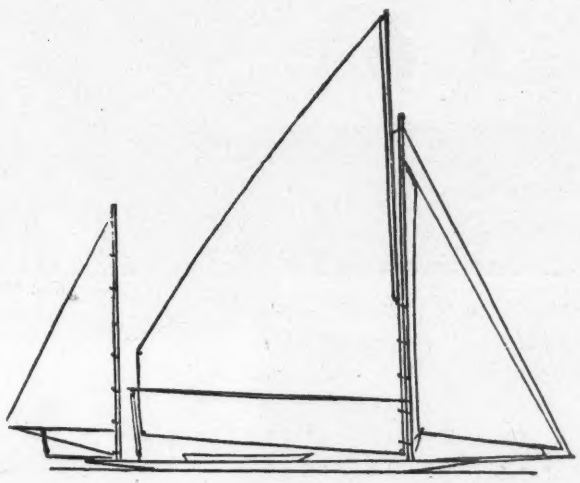
On September 22nd, 1881, he wrote: "A 'Nonpareil' sharpie, 61 feet over all by 14 feet beam, about completed for a member of the New York Yacht Club, intended for sea work and cruising, has a large cabin with 6 feet headroom, will take care of a party of ten in comfort and draws but 18 inches of water and will work to windward with dry decks when a cutter of like dimensions would wallow under water half the time. The cutter would cost $10,000 or more; the 'Nonpareil' sharpie, with outfit complete, may cost anywhere from $1800 to $2500."

Later on, as Thomas Clapham gained experience, though he did not change his mind regarding cutters or deep keel boats so heavily loaded with ballast that they would sink, he did devote his time and thought to improving the safe, unsinkable and inexpensive type of light draft yacht in which he believed. Though his first large sharpie yachts made remarkably fine records, his later models were so much better in every way that there was no room for comparison.

In 1882, he built two large Nonpareil sharpies. One, the 62-footer *Heartsease*, was for Robert B. Roosevelt and was used on Great South Bay, L. I., where the water is quite shoal. The other, the *Seminole*, was for Commodore A. E. Douglass and was planned for cruising in Florida. She was 60 feet in length over all, 15 feet beam and 18 inches draft. Her centerboard was 18 feet long, 6 feet deep and 3 inches thick. She had no outside keel but a heavy keelson inside

"Bouncer" was remarkably fast and won a number of races by large margins. She was rigged as a "Roslyn Yawl"



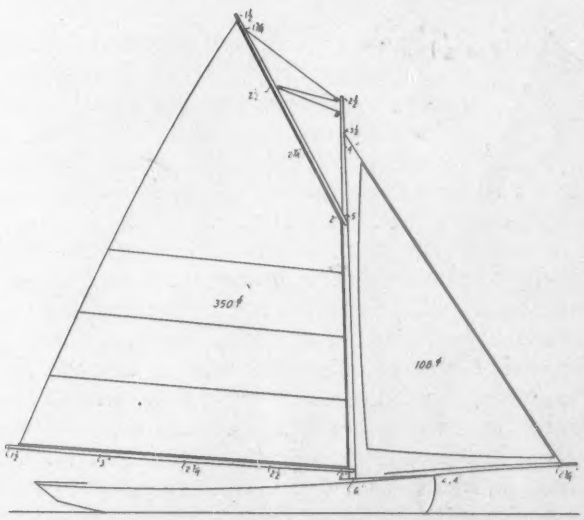


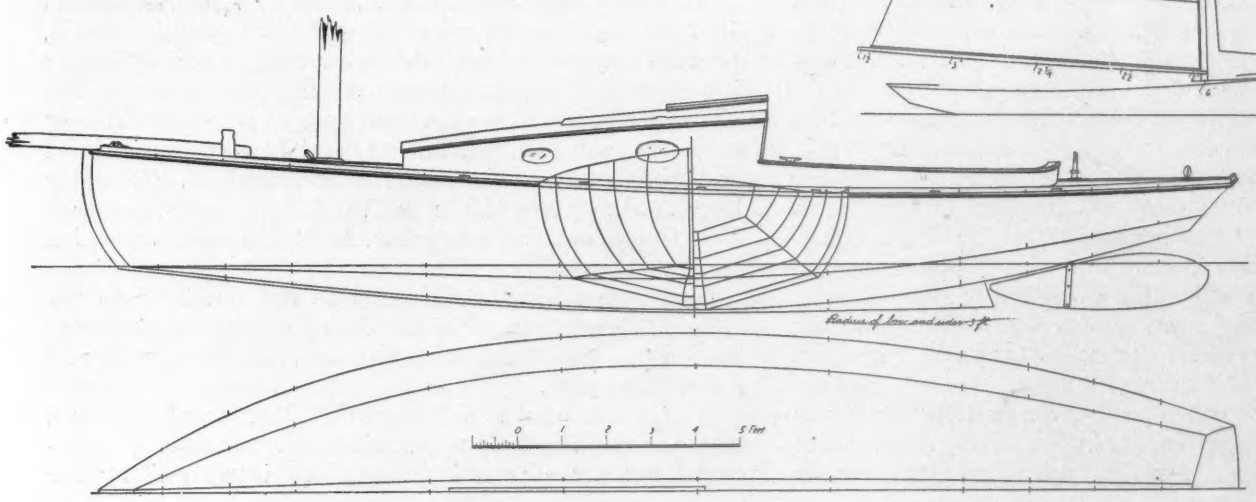
running from stem to stern. She was rigged as a "Roslyn yawl," her sails being all triangular, the head of the mainsail extending about 15 feet above the masthead, the main gaff being 35 feet long. She left New York on November 22nd, 1882, and arrived at St. Augustine on December 19th after a boisterous passage. To quote from the *St. Augustine Press* of December 22nd: "In the run from Delaware Breakwater to Fortress Monroe on the afternoon and night of the 27th, she encountered a severe northeast gale with snow, and experienced the heaviest sea of the whole trip. During the first fifty miles of this run, with the wind WNW, she made 8⅛ knots under jib and jigger alone. The little vessel, rating 20 tons, behaved admirably and, though covered with spray, never shipped a sea. . . . The run of 75 miles from Cape Fear to Georgetown entrance was made in 11 hours. . . . The run of 136 miles from Tybee Light to St. Augustine Bar was made in 17 hours."

The following year, a race was sailed on Great South Bay between *Heartsease* and John W. Masury's *Hesperus*. They were practically sister ships except in rig. *Heartsease* was a conventional sloop rig while *Hesperus* was a "Roslyn yawl." *Hesperus* won and, in a letter to *Forest and Stream*, the owner of *Heartsease*, while admitting defeat, said: "The 'Roslyn yawl' rig does not seem to me to present advantages enough to justify its existence. . . . The simpler plan is to have a pole mast and leg of mutton sail." In the light of what has been learned during the past fifty years or so, I am inclined to believe that, as Mr. Roosevelt wrote, a modern adaptation of the essential details of the "Roslyn yawl" rig, omitting the long, heavy gaff which extended perpendicularly above the head of the mainmast and using in its place the Marconi form of mainsail, would probably be an improvement, be easier to handle and give the same or better results.

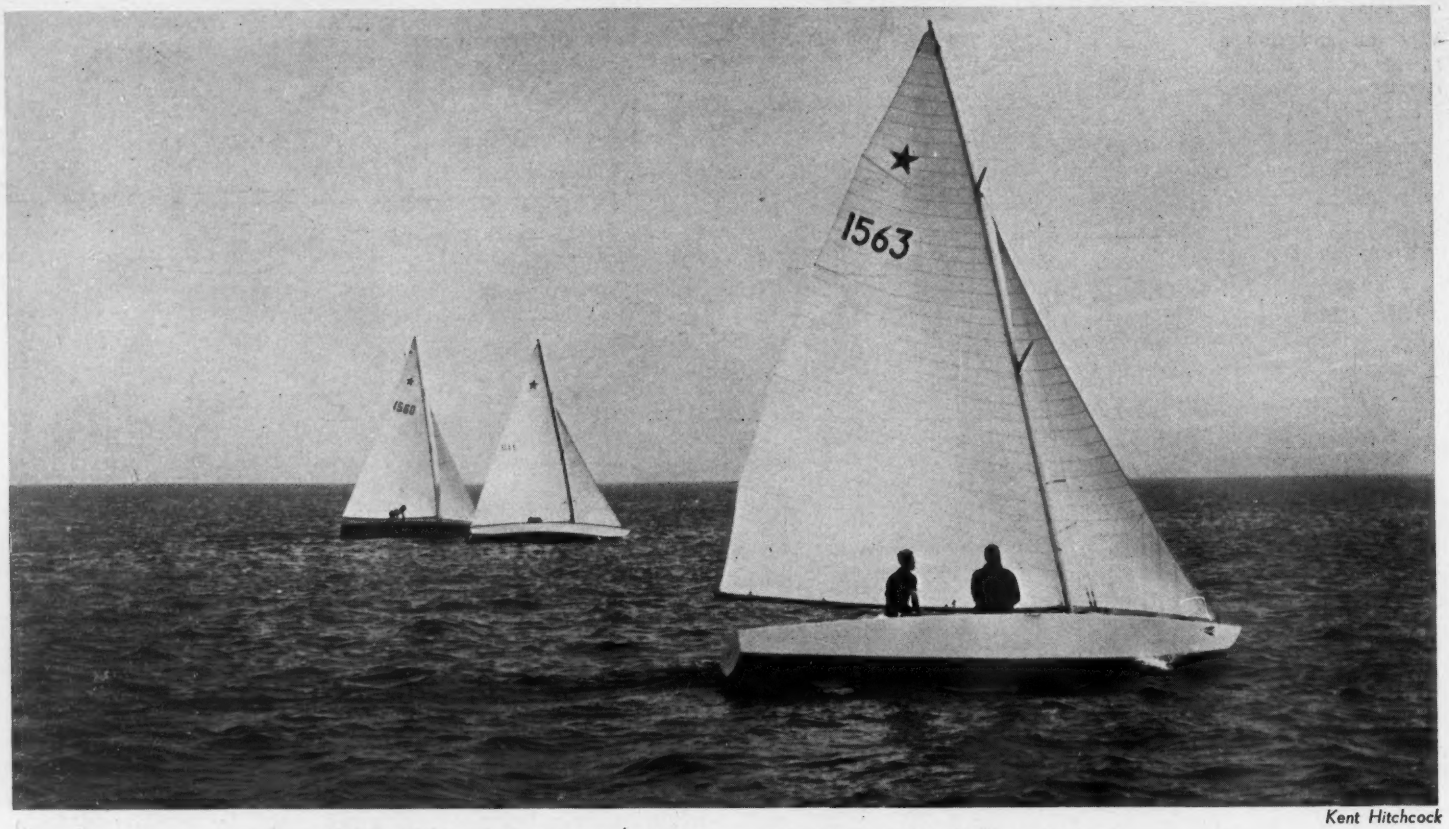
Thomas Clapham had good reason to believe that his particular type of yacht was well worth developing and,

(Continued on page 111)





This "sharpie sloop" dates from 1897. She was 26′ 0″ in length over all, 21′ 4″ l.w.l., 7′ 0½″ beam and 13″ draft. Her sail area was 458 square feet



Kent Hitchcock

Harry Nye's "Gale" which was only two points behind the winning "Pimm" in this year's championship series. Note the straight mast with slight hook aloft and limber, flexed boom

THE LATEST IN STAR CLASS RIGS

Gadgets and Rubber Boom Are Only a Small Part of the Picture

By C. STANLEY OGILVY

A LITTLE more than a year ago, two German lads made the yachtsmen of the Star Class sit up and take notice when they won four straight races by large margins in the World Championship on Long Island Sound. In fact, their boat *Pimm* caused a furor whose repercussions have been felt through many other racing classes. Naturally, there was a certain amount of bewilderment occasioned by the whole "German rig" performance; but now, after a year of experiment and observation in this country, it is possible to come to some fairly definite conclusions.

The easiest way to determine what a German rig is, is first to decide what it is not. The most important of the early misconceptions which grew up with the tall stories of the *Pimm* was in regard to the so-called "rubber mast." At Port Washington, in 1937, the *Pimm* did not carry a bow in the mast. Neither the writer nor any other observer at that series ever saw a bow, nor do any of the photographs show it. At San Diego, in 1938, Mr. Von Hutschler was amazed to hear that Americans had been bending masts, and remarked that under the heavy weather conditions prevalent at Kiel it would be quite impossible for him to do so without snapping the stick. According to the *Pimm's* own skipper, then, that boat never carries more than a slight bend aft at the top, a trick many of us have been using for years to improve the set of the sail.

Of course, most Star sailors know now that they were overdoing the bending at first, but it cost many a good mast to find out. The theory that a drafty light sail may be made to do good duty in heavy going by reducing draft through spar-bending sounds good but doesn't work satisfactorily. Any sailmaker will tell you that a sail sets best only one way, and that tinkering with the spars is usually equivalent to destroying the proper lines of the sail. By the end of the 1938 racing season, exaggerated bowing had gone out of fashion, and in the World Championship series most masts were carried practically straight in all races. It is possible that if there had been any heavy weather, some might have shown slight curves, but certainly there would have been nothing like the 12 to 18 inches of bend that people were talking about, and even attempting to use, in May and June.

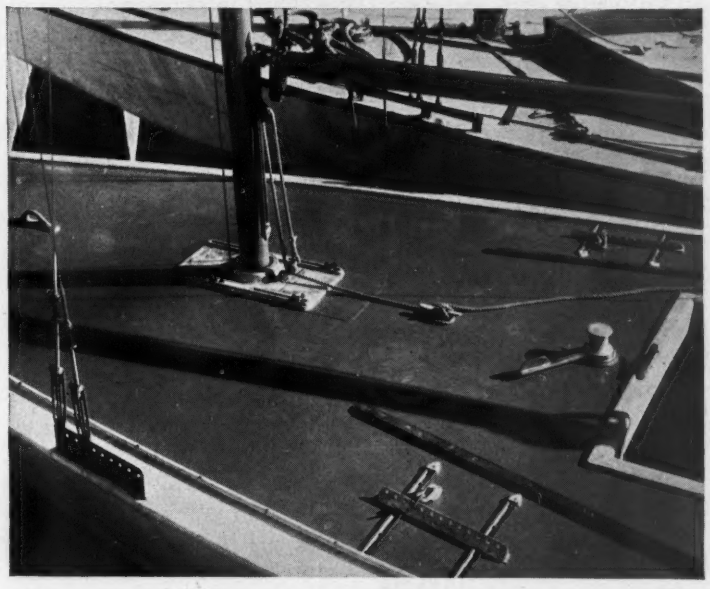
Another strange egg that was hatched by the onlookers in 1937 was that the Germans needed only one suit of sails, because they could "flex" this into a light or heavy weather job at will. That this was not the fact was shown at San Diego in '38, where the Germans used at least two different mainsails, and would doubtless have brought out a third had there been any heavy weather to warrant it. *Pimm* may have used only one sail in 1937, but if so it was because it blew Godknowswhat every day, and there was no occasion for any other.

One more thing the Germans do not do: they do not change the mast chocks at the deck for port-and-starboard motion on each tack to windward, as some observers claimed last year.

Well, then, what is a modern rig? ("Modern" is now a better name than "German," since the new type of rig includes much that was not essentially introduced by the

Germans.) Briefly, it is any very light and aërodynamically sound outfit with efficient working parts. Naturally, well-shaped sails and a clean hull are of major importance, and they say that it still does help to have a good skipper and crew aboard — but just now we are supposed to be talking about spars and rigging.

A modern Star has a flexible boom. The boom is a fundamentally different type of spar from the mast, in that it carries practically no compression stress and therefore does not have the mast's tendency to buckle. The boom can be just as thin as you please, up to the point where it becomes so fine that it will not hold a uniform curve and hence will cause hard places in the mainsail. The purpose of having a thin boom is not to *control* the draft, as was formerly maintained, but merely to give flexibility so that it may assume the proper shape to *fit* the draft under various conditions. In other words, the sail will take care of itself if you trim it normally. A sail cut with a curved foot will bend a fairly stiff boom of its own accord, whereas a straight-cut foot makes the boom straight, even if it is a thin boom with one part of the sheet leading down amidships. The principal advantage of the light boom, with curve or "round" on the foot of the main, is that it will straighten out off the wind, providing a sail with more draft when it is needed. There is little danger of breaking such a spar if the sheets lead correctly, because the pull is evenly distributed in an up-and-



down direction. In the championship series this year, one boom was so thin that it broke at once when given an artificial lateral strain. The skipper tried to jibe, forgetting in the excitement of the moment that the boom had been tied to the chain plate to steady it on the run. Simply pulling on the main sheet was enough to snap in two a spar which had seen good service in all kinds of weather.

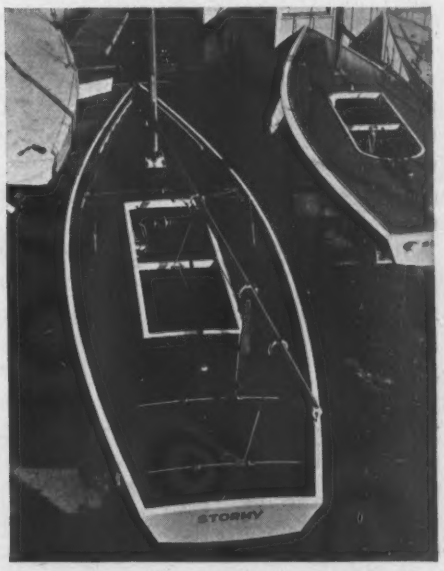
No entirely satisfactory method of sheeting the boom has been developed, and all kinds of systems are now in use. It is important to have some kind of fitting on the main traveler so that the lead can be altered for various weathers. Preferably, this adjustment should be regulated from the cockpit, to avoid the necessity of clambering out on the stern for every change. As for trimming, it is awkward in a boat as small as a Star to lead the sheet forward to the middle of the cockpit and cleat it on a cross bar, although that is the method now generally considered standard.

Star Class rules do not allow hollow spars, so the modern masts are the very lightest possible of the solid and grooved variety, laminated, and slightly streamlined or oval. Such masts had been tried out in this country, especially on the West Coast, even before 1937, one successful example being the spar Jimmy Michael, of San Francisco Bay, used in his *Roulette*. Their importance was becoming evident that year and was emphasized by the performance of the *Ranger*, whose improved pointing ability Mr. Vanderbilt attributed largely to the installation of her new thin stick. The desirability of cutting down on wind resistance as well as weight aloft has also had a noticeable effect on the rig designs of the successful ocean racing craft of the past two seasons.

In line with this same objective, all fittings aloft on the modern Star have been remodelled to get them down to a minimum. Tangs are of sheet aluminum alloy and sheaves are of bakelite, while the masthead fitting is bored out for

(Continued on page 115)

Deck view of "Stormy" and "Scout," at right, showing many of the features of the modern rig, including adjustable travelers, tunneled boom, roller reef boom claws, cockpit thwart, adjustable jib fairleaders and jib winch. Inside the cockpit can be seen the halliard winch and adjusting wheel for the mast raker



Left, a close-up of a modern Star mast. Note the adjustable turnbuckles

Kent Hitchcock Photos

Right, a Long Island Sound Star with an extreme bend in the mast. An example of one of the many misconceptions concerning the Germon rig

M. Rosenfeld

Being a Department Designed for Preserving Unusual Tales Spun by Yarners at the End of the Day's Run When Everything Has Been Snugged Down

AROUND THE CABIN LAMP

On the Net Patrol

LOOKING back across the ephemeral wake of time to the horizon of the war, it seems incredible that certain nautical operations conducted under the auspices of the U.S.N.R.F. at Newport could have happened outside of a slapstick farce or a Gilbert & Sullivan opus.

A few of us veterans suffering from nostalgia (which is the only disability that isn't provided for in the compensation racket), were pulling out odds and ends from the hurrah's nest of reminiscences the other night with the anchor down in a quiet harbor and a glimmer of moonlight washing the supper dishes stacked in the sink.

Bill drew on his pipe and murmured: "Remember old Bowler — Quartermaster Bowler? He found himself stuck for guard duty the night of a Bellevue Avenue party which he'd rather have been hanged than miss. So he stands his rifle in the sentry box, beats it and returns to his post in time to be 'relieved.' Luckily, his absence in the interim wasn't discovered. I say 'luckily' because the High Command at the Government Landing would have been in a hell of a dither trying to decide what to do about it."

"Sure, I remember old Bowler," Ted said, stretching out on a bunk with a yawn. "Once he was sent out in command of a boat that had the inside net patrol. They were doing the customary monotonous stretch back and forth when the engine died. The wind being northerly, they started drifting down on the barrier to the west'ard of the only opening — where the old Fall River packet used to go through as indifferently as if there weren't any war at all.

"Now Bowler's cockeyed idea of the net seems to have been that it was buoyed by floating mines, because he broke out in a sweat of terror at the thought of fouling it. Despairingly, he ordered the anchor let go. It didn't get hold — not until it lodged in the net after the patrol boat had drifted unconcernedly across without fulfilling Bowler's dismal forebodings that she'd be blown to bits. After he recovered, he cut the line and reported the loss of the anchor when he returned to the base."

"And then what?" someone asked.

"He was relieved of his command and appointed to the officers' school as an instructor in seamanship."

"I remember one night on patrol," said Jim Millar, "the outside patrol, where you shuttled between Butterball and Mackerel Cove — yeah, I know, there was one outside of that, from the lightship to Whale Rock, but we were on what you might call the inside outside beat or something. It was a summer night, still as death, with stars blazing like jewels.

"The ensign in command, 'Brute' Hallow, had presented the boat along with his services to the Government and it could have got along nicely without either, as in most cases like that where the donor was rewarded with a commission. Our exec was an old tug boat skipper, addicted to wearing carpet slippers below and, on deck, to smoking a filthy corncob and chanting sibilantly an old revival hymn. "His name was Franki. Then we had a chief quartermaster who was an architect. He occupied himself with painting the code flags on the weathercloths of the bridge and smoking elegant cigarettes that were presented him before every 'voyage,' along with a lingering embrace, by a beautiful wife who used to come down to the Landing to see him off.

"But the two engineers, Pulley and Hawley, were really in charge. They were excellent mechanics and, because they knew their job, our skipper, who was quite bright in other ways, stood in awe of them and deferred to them slavishly.

"The patrol boat had been a comfortable little yacht about 55 feet over all, with cabin house forward and one aft and a bridge deck between them. On the starboard side of the after companionway, socketed on the bulkhead, was a fire axe; otherwise I probably wouldn't be telling this yarn.

"It was about ten o'clock on this peaceful night when Pulley stuck his head out of the engine room hatch and told the skipper to heave to for a while as he and Hawley wanted to tinker with the engine. We were well over on the Jamestown shore; the tide was ebbing and setting us across toward the channel when they stopped the motor. Those of us who were coming on watch at midnight were turned in. They included old Franki, a guy named Plute (the only seaman in the crew, everybody else having a rating according to his fancy), and myself along with the precious C.Q.

"I was awakened by the Skipper's voice piping nervously: 'Say, Pulley, how soon do you think you can get going?'

"'Hell's fire, we gotta assemble it first.'

"'Oh my! Oh *my!*' yelped 'Brute,' 'we're right in the middle of the channel and there's something coming in!'

"I heard him stumbling aft and then: 'Mr. Franki! Mr. Franki!' Obviously, our C.Q. had a case of the jitters. . . .

"'*All hands on deck!*' It was Mr. Franki's voice and I was scrambling for the bridge in a split second. It was the first authoritative *command* I'd ever heard aboard that boat.

"I saw the stern of a tug going away from us broad on our port bow; she was heading straight up the channel and we were drifting, bow on, toward Castle Hill on the Rhode Island shore. Then I saw what looked like a black whiplash across the quiescent face of the sea and my glance followed it swiftly and fearfully across the dark water until I saw it, thrumming taut, above the ghostly bow wave of a deep-laden scow.

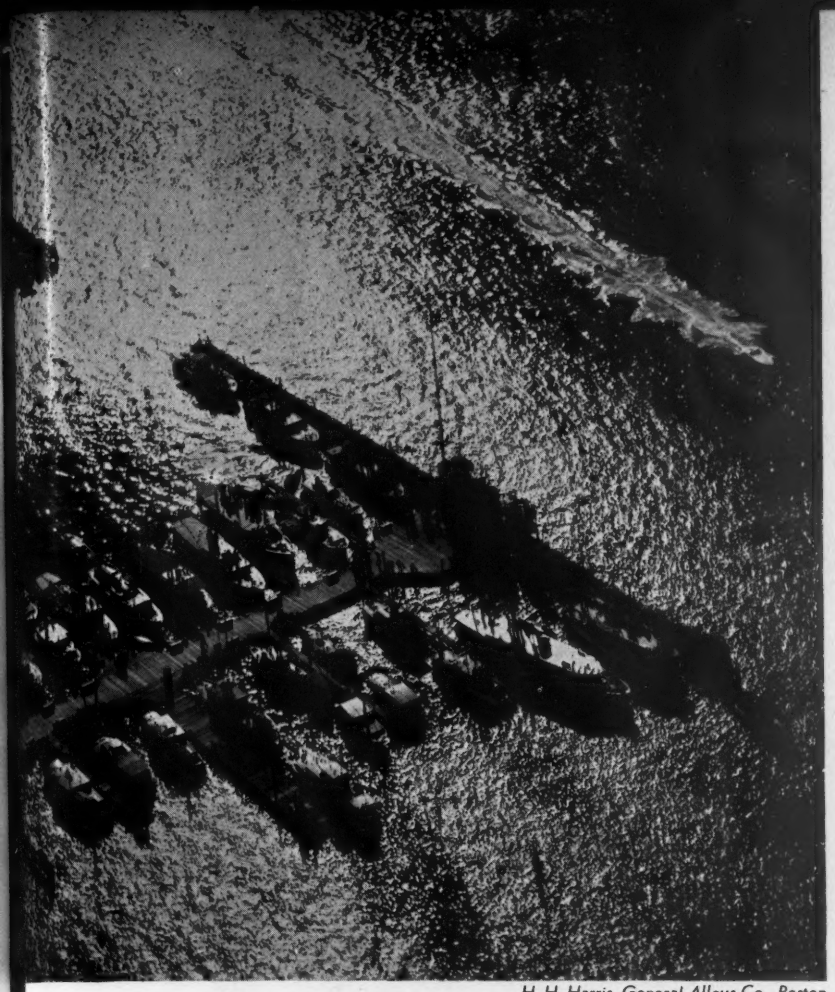
"The tow line sagged until we were half across it, then we felt its lift and the blunt façade of the scow was bearing down on us and we were rolling over to port.

"At the same instant a tall, gaunt figure appeared on that menacing thing rushing at us out of the night. It had an arm uplifted as if in salute to us about to die. And then I saw Plute, aft, whirl that fire axe out of its socket and heave it desperately. The man caught it and in the same gesture brought it down on the tow line and I have a remembrance of several strands squirming like tortured reptiles as the hawser parted and we lurched free." LLOYD MAYER

FASTER— AND EVER FASTER!

By

GEORGE W. SUTTON, JR.



H. H. Harris, General Alloys Co., Boston
Racing at Detroit, when the top-notchers compete

AS I write this, Jean Dupuy, in Paris, and Edward Treglown, at Torquay, England, are preparing for official assaults on the one-mile Class X outboard record now held by the young American, Bedford Davie, at the incredible speed of 78.12 miles an hour. They are both using American hulls. Treglown has an American engine made by Dean Draper; Dupuy has his old Dupuy-Soriano. If either hits a new mark, Davie will go after it as soon as weather conditions permit and so, perhaps, will Fred Jacoby. It is the greatest of motor boat records with the sole exception of the unlimited inboard mark, now apparently safe for a time in the possession of Sir Malcolm Campbell at 130.93 miles an hour.

At the beginning of every season, the official announcement is made that few motor boat records may be expected because speeds are already practically at the highest point obtainable with our present boats and engines. And every year dozens of new American records are established — 82 of them, for example, in 1938. The International Motor Yachting Union, however, will be asked to recognize only two of these as world's one-mile records and four as five-mile world championships. On the books of the Union, only 64 world's records or championships for boats with water propellers are allowed and of these America holds only five one-mile world records, one Gold Cup heat record and three five-mile records, or championships, as all five-mile marks are called by the Union. Of the remaining marks, Italy holds 22, France 11, Great Britain 6, Germany 3 and Belgium 2.

There is a good reason for this situation. In America, practically all racing is done in five-statute-mile heats. The only notable exception is the holding of occasional attempts to break the one-mile world's records in two one-mile runs. In Europe, there is great interest in the speeds made in various inboard and outboard classes in runs of 1, 2, 3, 4, 6, 9 and 12 hours. A majority of the world marks held abroad are in these hour trials. In establishing the reliability of boat and engine, they are more valuable than the one-mile and five-mile spurts, but our drivers are interested only in speed records at the mile trial and five-mile competition distances. Of the five outboard one-mile records allowed by the Union, our drivers hold four: Mrs. Ruth Herring in Class A, Clinton Ferguson in "B," Dick Neal in "C" and Bedford Davie in "X." The only one we lack is the Midget record established by H. Pfennig, in Germany, with a German 10½-hp. Konig engine, in 1935, at 39.18 miles an hour when the best we could do in this junior class was around 33. This record has always interested me. It would indicate that the Germans had discovered something about Midget engines which we don't know but apparently they have done nothing notable since then. This year Miss Mollie Tyson ran the American record up to 37.75 but an increase of one mile an hour is tremendous for these little outfits and we are still a long way from the German accomplishment.

The four most important one-mile records throughout the world are the unlimited, the 4-Litre, the 12-Litre and the Class X outboard. Last year Sir Malcolm Campbell cracked Gar Wood's long held mark for unlimited power of 124.86 in two runs on Lake Maggiore, in Italy, averaging 129.50 in his Rolls-Royce-powered *Blue Bird*. Not satisfied, he went at it again this year and boosted it to the present 130.93. Now he is contemplating trials on Great Salt Lake, in Utah, where the amount of salt in the water will give his boat greatly added buoyancy but where the 4200-foot altitude will require extra work from his superchargers.

Twice during the year America cracked the 225-cubic-inch (4-litre) one-mile world's record. High Gingras, driving George C. Cannon's *Gray Goose*, is now on the Union books at 73.70 miles an hour. But we are applying for recognition of a new record of 75.39 made late in the season by Jack Cooper, in his *Tops II*, to add to his recognized 5-mile mark of 64.43. The other worth while record, the one-mile for 12-Litre boats, was not disturbed during the season, Count Rossi still reigning through his performance of 91.05 at Washington last year. But presently this may bounce upward because the Union has expanded this class to 1200 kilograms of weight instead of engine displacement and somebody may come along with a 16-Litre engine in a 1200-kilogram boat and boost the record to around 95 m.p.h.

The annual meetings of the various contest boards of the American Power Boat Association have come and gone and the rules and specifications in the various racing classes remain practically as they were. Concerning the inboard runabouts, 91-, 135-, 225-cubic-inch hydroplanes, and Gold Cuppers, there was much talk — talk which reached the proportions of a deluge at the Gold Cup affair — but nothing except a few minor changes came of it all. This is splendid. One of the handicaps to boat and engine progress has always been the constant changing of rules. Now that these have reached a satisfactory stage — the 225 Class voted to leave engine and boat specifications alone until after 1940 — designers, builders and motor manufacturers may safely approach that happy degree of standardization and production which spells better racing and, perhaps, lowered costs.

J. R. Zielinski

The day after the race. Drying sails in the St. Francis Yacht Harbor, San Francisco

THE MONTH IN YACHTING

Canada Wins Dinghy Team Match

THE third team match between England and Canada was sailed at Toronto this year between August 31st and September 6th. The Royal Canadian Yacht Club was host to a team of seven members of the Royal Norfolk and Suffolk Yacht Club of Lowestoft, England. The British sailors brought with them three of the latest and fast productions of Uffa Fox, English designer and builder of these boats. The Canadian boats were from designs by Charles Bourke, the successful Canadian designer.

This was the first time in the four series of races held between English and Canadian 14-foot dinghies that the same measurement rules applied. In the Oyster Bay meet of 1933 and the Toronto and Lowestoft meets of 1934 and 1936, the Canadian dinghies were built to the rules of the Lake Sailing Skiff Association which has governed small boat building and racing on Lake Ontario since 1893. This year, after concessions on the part of both the Royal Canadian Yacht Club and the Dinghy Committee of the Yacht Racing Association, acceptable modifications in the Y.R.A. 14-Foot International Dinghy specifications were worked out and the Canadian boats were made to conform to both the L.S.S.A. and the Y.R.A. rules.

Since these were team races, the best skipper and fastest boat did not necessarily win each race but every attempt was made to help "bring in" other boats of a team and thereby build up a good team score. These tactics produced some sailing at close quarters and possibility for differences of opinion as to the interpretation of the rules. The race committee considered four protests, two of which were sustained. Since the protests were made for the purpose of clearing up the rules and the protest meetings were open to all members of each team, some constructive work was done and no hard feelings resulted.

As far as dinghy racing is concerned, the most far reaching point brought out was that "risk of collision" may be presumed to exist at considerably different distances between the boats, according to the point of sailing and the weather and sea conditions prevailing at the time. Whereas close-hauled on a moderate day and with smooth sea the boats might be within three lengths of each other and still be just entering the zone of "risk of collision," on a day with sufficient wind for "planing" and with a big sea, ten boat lengths apart might be insufficient distance to allow one boat to execute a circle while the other "planed" toward her on a straight course without collision.

The following was the make-up of boats and crews:

English

Boat	*Skipper*	*Crew*
Thunder &Lightning	Peter Scott (Captain)	J. Blewitt
Thunder	Charles Currey	Ian Milne
Mirage	Major Chichester-Smith	Keith George
	Spare, Michael Bratby	

Canadian

Boat	*Skipper*	*Crew*
Widgeon	Charles Bourke (Capt.)	Rendall Johnson
Lisbeth II	Henry Hill	Wm. Gooderham
Lady Kate	Jack Wright	Burke Hynes
	Spare, Otto Gliddon	

Four races were sailed in the team match. The Canadian team won three of them to one for the British team. In the race won by the visitors (the third), Bourke was disqualified after a protest and one of the British boats fouled a mark and was thus out of the running. The total point score was 47¾ to 33¼ in favor of the Canadian team. All the races were sailed in light to moderate winds except the last, when it blew from the eastward at 10 to 15 miles' velocity. In this race, all six boats finished within 46 seconds, which showed how evenly the teams were matched.

The interval between the third and fourth races was occupied with races at the Canadian National Exhibition. In the Saturday race the International 14-footers raced amongst themselves and not as teams and one of the conditions peculiar to the exhibition course was encountered. The location of the sea wall, with the island shore bearing away to the south, forms a funnel with mouth to the southwest. With a good southwest wind bringing in a sea off the lake, the most alarming confused sea is produced by the combined backwash from both sides of the "V." The English visitors did well and finished first, third and fifth with 14 starters.

On Labor Day, all classes of 14-foot dinghies started and raced together for the Lipton Cup. This is one of the most coveted cups for 14-foot dinghies on the Lakes, as at other times they sail in classes. There were 42 starters and it was difficult to get out in front. Henry Hill, of the Canadian team, was first, and Billy Gooderham was second. Charles Currey, of the English team, was

Dinghy racing off Toronto. The start of the second race (left) and immediately after the start

third and Peter Scott fifth, with one of the Toronto Canoe Club ace skippers, Bob Taylor, fourth. The other English boat was in eighth position.

The English came equipped with a "trapeze" arrangement which, if used in going to windward in a good breeze would have given them an advantage. This consisted of an extra stay on each side, fastened to the mast at the top spreaders. At the lower end a gymnasium belt was fastened which slipped around the shoulders, enabling the man acting as crew to stand on the gunwale and get his whole body outside the boat, thus making most effective use of his weight. As these boats sail much faster to windward when upright, the advantage this produced is obvious.

Demonstrations of the effectiveness of this arrangement were made in impromptu races after the series had ended, but the English team had most sportingly agreed to refrain from its use during the series. Officially, it was the opinion of the committees that the trapeze would be a bad thing for the sport. It accomplishes the same thing as a sliding seat on a sailing canoe, as far as keeping the boat upright is concerned but, as the breeze often lets up quickly, or at times a severe heading leaves the crew on the wrong side of the boat, it would place him in a dangerous position and fail to provide the same safety and freedom for climbing back into the boat which the sliding seat does.

The boats of the two teams and their relative abilities under varying conditions were the subject of considerable comment. All the Canadian boats were from two to four inches wider than the English boats, and also carried their floors farther forward. *Lisbeth II* (ex-*Chinook*), was one of the Canadian boats taken to England in 1936. Her deck had been removed and weight and buoyancy tanks had been added to meet the new specifications. She had the hardest bilges and longest floor of any of the boats and seemed to have an advantage to windward and reaching when the wind was above ten miles. The other two Canadian boats were new this year.

The English boats were all very similar in design, although *Thunder* was built in 1937 and the other two in '38. One of the outstanding characteristics was the excellence of their hull workmanship and the artistic selection of woods for trimming. The English masts were some two to four pounds heavier than the Canadian masts, following an epidemic of breakage in England during 1937. The Canadian masts were probably as light as it is possible to make them and still keep the mast in the boat at all reasonable times. This was discovered by sad experience when experimenting with "rubber masts" *a la Pimm*. No attempt was made to use extra-roached sails in the series, although a Canadian boat not in the series was making good use of a flexible boom in heavy weather. It would seem that, with the present method of staying, not too much curvature can be allowed in the mast below the top spreaders without buckling the spar from column action.

All the English boats used the familiar wishbone or "parrot perch," as the English call it, to support the mast above the jibstay, thus giving free play to the head of the spinnaker. The Canadian boats, however, all used a topmast forestay attached to a Highfield lever so that this stay could be slacked when carrying the spinnaker and then set up when on the wind. This may account for the fact that the Canadian masts stand up although of smaller cross section and lighter weight. The Canadian centerboards were of composite construction, stainless steel or dural, streamlined above the lead and lead-weighted bottoms. They weighed from 35 to 50 pounds. The English boards, of which they had a number, ran from all wood, and lead bottom with wood upper of 60 pounds weight, to solid cast bronze of 112 pounds weight. The area of the English boards was slightly greater than that of the Canadian and this seemed to be an advantage to windward in a sloppy sea.

The English visitors were much impressed with the fact that the Canadian boats had been produced at costs from $400 to $500, while the English boats had all cost over $1000. As an outcome of this, one Canadian boat was ordered for use in England in 1939.

F. Gordon Reid

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M. I. T. Wins Again

WITH each sailing of the Boston Dinghy Club's Intercollegiate Challenge Cup regatta on the Charles River Basin, under the auspices of the Massachusetts Institute of Technology Nautical Association, the significance of the intercollegiate yachting movement becomes more pronounced. The sixth competition for this trophy, won by M.I.T. on October 30th, brought forth a new record entry of 26 college yachting organizations.

The international scope of the movement was attested by the third invasion by Canada's McGill, joined for the first time by the University of Toronto, Canadian intercollegiate dinghy champions. Two strong crews from the University of Michigan's Quarterdeck Society marked the Midwest's debut in intercollegiate yachting.

For the first time in six sailings of this semi-annual regatta, the intercollegiate sailors faced really boisterous weather, but there were few mishaps among the 52 crews. As in the last three regattas for the Dinghy Club Cup, it was necessary to divide the competitors into divisions as only 40 dinghies were available. Three divisions were used and each division was divided into two heats with one crew from each college in the division in each heat. Two races were sailed in each heat and the four colleges with the highest aggregate scores in the four races of each division qualified for the finals.

There were several surprises in the qualifying round. The Williams crews, with Jim Lewis, president of the I.C.Y.R.A., and Bob Bavier, Jr., as skippers, led the first division with a two-point margin over Michigan's Joe Shenstone and Charles Boykin. Rhode Island State was third. Tech's favorites qualified fourth, losing valuable points when Runyon Colie fouled a mark, but Cornell and Dartmouth's usually strong teams were squeezed out.

The Brown crews had a wide margin in the second division with McGill and Toronto second and third, ahead of Northeastern, as Trinity and Harvard were first round casualties. The biggest upset came in the third division when the Boston University crews, with Arma Andon and Fred Walker as helmsmen, led Princeton, Haverford and Yale, as Tufts and Georgetown, strong contenders, fell by the wayside.

Although they had a narrow squeak in reaching the finals, the American intercollegiate champions from M.I.T., Commodore Herman Hanson, C. Eric Olsen, Runyon Colie, and Delevan Downer, dominated the six races sailed by the 12 finalists. Each Tech crew scored 35 points in three races to give M.I.T. a total of 70 points against 58 for Williams and 52 for Brown.

McGill jumped to the front in the first two final races with a first and a third to tie Tech on points but finally trailed Toronto by two points, so the Williams pair, Bavier and Lewis, and Brown's skippers, Kenneth Wood and Johnny Mason, provided most of Tech's opposition. Princeton finished in fourth place and Boston University was fifth, ahead of Toronto. Michigan, like McGill, had its troubles with fouls in the finals.

Moths in the National Open Championship Race off Elizabeth City, N. C.

QUALIFYING HEATS

Division I: Williams, 26; Michigan, 24; Rhode Island, 22; M.I.T., 21; Cornell, 16; Dartmouth, 12; Worcester Poly Tech, 12; U. S. Coast Guard, 11; Rutgers, D.N.S.

Division II: Brown, 37; McGill, 31; Toronto, 27; Northeastern, 25; Trinity, 23; Lehigh, 20; Rochester, 20; Holy Cross, 19; New Hampshire, 13; Harvard, 13.

Division III: Boston University, 30; Princeton, 23: Haverford, 22; Yale, 17; Lafayette, 16; Tufts, 12; Georgetown, 11; American International, 8; Pennsylvania, D.N.S.

FINAL SERIES

M.I.T., 70; Williams, 58; Brown, 52; Princeton, 47; Boston University, 37; Toronto, 36; McGill, 34; Haverford, 33; Northeastern, 31; Michigan, 26; Yale, 20; Rhode Island, 14.

LEONARD M. FOWLE

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Moth Class Championships

GOOD weather, a full card of events, more entries than ever before, and gracious hosts and hostesses featured the annual fall regatta of the International Moth Class Association on October 14th, 15th and 16th off the Pasquotank River Yacht Club, Elizabeth City, N. C. The three-day program consisted of ten major events and included special championships for various ages and both sexes, as well as individual and team contests.

Toodle-oo, owned by the Stevenson family, of Elizabeth City, finished first in both the National Girl's and National Boy's Championships, being skippered by Martha and Roscoe Stevenson, respectively. Doris Payne and Eleanor Vogt, Leslie Kammerman and Billy Cox were runners-up.

That afternoon, after the breeze had piped up considerably, the first two heats of the four boat interclub team races were held, resulting in victories for the Evening Star Yacht Club, of Atlantic City, and the local club. The final race of the day for the trophy presented by the Governor of North Carolina was won by Harry Andrews, of Atlantic City, sailing *Zenith*, with Jimmy Van Sant second, and Ed Channing third.

On the second day the Evening Star Yacht Club took the deciding heat of the four-boat team contest. The final score showed them 16 points ahead of Elizabeth City with the Big Bayou contingent third.

The Boy's and Girl's International championships went to Leslie Kammerman, of Atlantic City, and Martha Stevenson. In the big race of the day, Ed Channing successfully defended his National Open Championship in his new and extra light *Imp-too*. There were 29 entries. Roscoe Stevenson and Harry Andrews finished second and third.

Sunday brought a fine sailing breeze and two fine races, Harry Andrews taking the Winston Smith Memorial Trophy in the morning, just ahead of Frank Sprow and Joel Van Sant. The final event, the World's Championship for the Antonia Trophy, was taken by young Billy Cox, of Norfolk, in *Silver Spray*, but only after the closest kind of racing. His margin over Russell Post, of Atlantic City, in *Rippling Rhythm*, was only 15 seconds. Ed Channing was third.

The Moths in the regatta hailed from all up and down the coast from Massachusetts to Florida.

At the annual meeting of the class held during the regatta, the following officers were elected: President, Ernest J. Sanders of Elizabeth City; vice president, Harry Cates, Miami; secretary, Selby Stokes of Elizabeth City; measurer, J. Van Sant, Atlantic City.

C. J. Peterson's "Batavia" is a "Great Lakes 30," designed by P. L. Rhodes of Cox & Stevens and offered by C. M. Burbach Co. as a standardized boat. She is the forerunner of a new trend in yacht designing and building and is 42' 6" over all, 29' 4½" l.w.l., 9' 0" beam and 5' 11" draft. Sail area is 600 square feet

The Boston Bay Racing Season

YACHT racing on Boston Bay continued its upward stride in 1938 with increasing fleets of racing craft taking part in the home waters of the clubs, the dozen Sunday afternoon and holiday interclub events, and in Quincy Bay Race Week.

The renaissance of yachting in these waters during the past decade has now reached the point where the figures prove that Boston Bay can gather the largest fleets for regular championship racing of any locality on the Atlantic seaboard. During the past season, four clubs started more than 200 yachts in a single race on five occasions. The Squantum Yacht Club had 256; the Quincy Yacht Club, 236; the Wollaston Yacht Club, 209 and 207; and the Cottage Park Yacht Club, 202 craft.

Some of these marks were made during Quincy Bay Race Week, when some boats from outside the regular fleet competed, but the regular fleets in 12 interclub championship races averaged over 175 boats. There were 18 classes which raced frequently enough to qualify for the interclub championships and 216 different boats participated in the dozen races in these classes alone.

The interclub championship season consisted of a dozen races under the colors of the South Boston, Savin Hill, Wollaston, Quincy, Squantum, Pleasant Park, and Cottage Park Yacht Clubs. The racing opened on Memorial Day and closed on September 11th, interclub regattas being held on Sundays except during Marblehead Week and a couple of open dates in June and July.

Among the highlights were the debut of the new Charles Francis Adams Interclub Class of 18-foot water line knockabouts designed by Fred W. Goeller, which gave a good account of themselves. Hosea D. White's *Peanut II*, sailed by the veteran George Rolt, ran away with the championship.

The largest boats competing on Boston

"Dorinda's" owner looks over her remains as she lies on the beach after the hurricane

Bay this season, outside of some of the handicap craft, were the famous Massachusetts Bay 18-footers. Leslie Rawding's *Nipper* won the interclub title and "Hosie" White's *Oriental*, brought out especially for the event, successfully defended the historic Quincy Cup for Savin Hill.

The Indians are the backbone of the Boston Bay interclubs and 37 of them took part in the interclub regattas. The championship was won by Paul McCombs' *Kickapoo*, sailed by Johnny McAleer. *Wiwona*, sailed by another coming youngster, Jimmy Bonney, was second.

The closest races in the Boston Bay interclub championships were sailed in the 25-year-old Quincy 15-footers. James Smollett's *Malibu* won. In the Snow Birds, Torsten Youngquist's *King Bird* and Charles Watkins' *We* ended the season tied.

Rivaling the Indians in number were the Winabouts, with 35 competitors. The Kent Brothers, in *Why Not*, retained their championship honors by three points over *Omaha* and *Golden Ray*. The Snipes mustered 43 and the champion was *Top Hat*, sailed by Harry McDonough, South Shore Junior champion and runner-up in the National Sears Cup series.

Class	*Yacht*	*Owner*
Class I, 18-Footers	*Nipper*	Leslie Rawding
Class K, Sonders	*Demon*	Armstrong Brothers
Massachusetts Bay 15-Footers	*Flirt*	Thomas Moroney
Adams Interclubs	*Peanut*	Hosea D. White
Quincy Pirates	*Sally*	Kerrigan & Morris
Winslow Class	*Tamar III*	Ralph E. Winslow
Indian Class	*Kickapoo*	Paul McCombs
Yankee Dories	*Imalone*	Sylvester Gookin
Winthrop 15-Footers	*Prancer*	Fletcher & Kitson
Quincy 15-Footers	*Malibu*	James Smollett
Winthrop Hustlers	*Badger VII*	C. F. Sterling
18-Foot Winabouts	*Ginch*	Ginger Adams
Radio Class	*WCOP*	James Reid
National One-Designs	*Split Tack*	Edward Immar
12-Square-Metres	*Nala*	Allen Denkin
16-Foot Winabouts	*Why Not*	Kent Brothers
International Snipes	*Top Hat*	H. McDonough
Snow Birds Tie	*King Bird*	J. Desmond
	We	Charles Watkins

LEONARD M. FOWLE

"Dorinda's" End

Elegy to a sloop lost in the recent hurricane, by her owner

IT WASN'T the wind and it wasn't the wave
That flung her down to her watery grave;
The tolling bells chant sad and low:
"She wanted to go — she wanted to go."

She was tired, just tired, I am very sure,
Of being a floating Keeley cure;
Tired of hangover crews that swarmed
Over her decks and never reformed;
Screaming for aspirin, water, bitters,
Or a grog from the skipper to calm their jitters;
Tired of the blondes and their phony ardor,
Of empty tanks and an unfilled larder.

Tired she was, and a little bit faint
Of getting gin when she asked for paint;
Of the shipyard sage and his shipyard scholars
("I'll make her new for a thousand dollars");
Of college men, aflame with fashion
Beating their breasts in a new-found passion.
Tired of harpies from land and sea
Who stayed to tipple (they came to tea).

So pity her not as she sought the rocks;
Content was the song in her whining blocks.
There was peace on deck and peace below —
She *wanted* to go — she *wanted* to go.

GORDON SEAGROVE

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College Yachtsmen Enter Cruising Field

A NEW international event was launched in mid-September when the Inter-Collegiate Y.R.A. successfully sponsored an annual cruise.

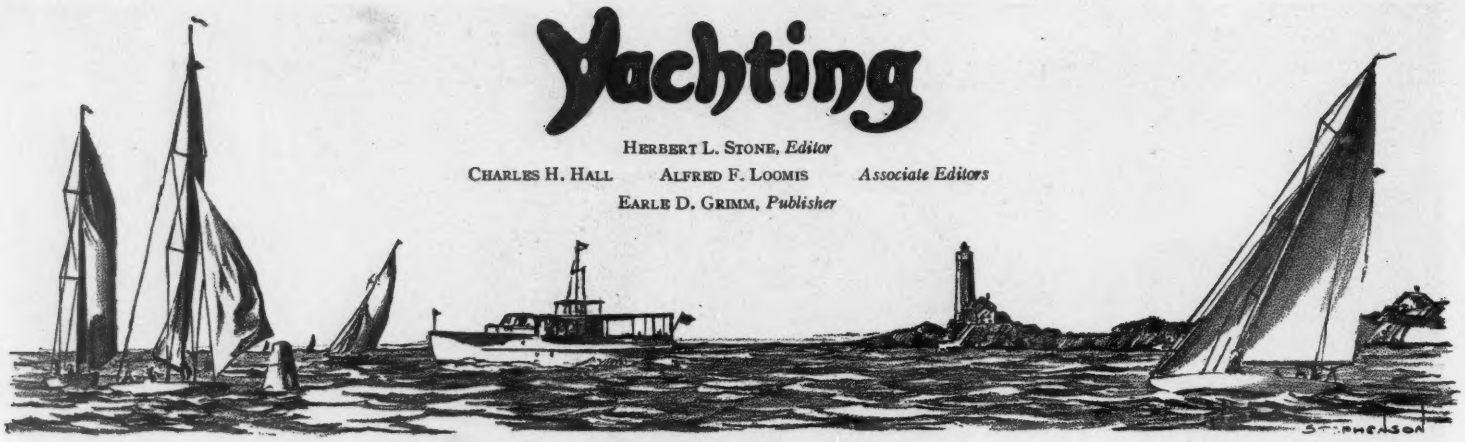
The event, which has been contemplated for two or three years, materialized when James P. Lewis, Commodore of the Williams Yacht Club and new president of the I.C.Y.R.A., invited member clubs to send crews of four each for six days of racing and cruising on the eastern end of Lake Ontario and the upper St. Lawrence River around the Thousand Islands. Williams, Brown, M.I.T., and Princeton responded to the invitation and were joined by a fifth crew made up of midshipmen on leave from the Naval Academy.

The crews gathered at the Clayton Yacht Club, whose members loaned their craft for the cruise, on September 13th for a dinner given by Jim Lewis and his father, H. S. Lewis, and the next day there was a cruising run to Kingston, Ont., with M.I.T. winning, Brown second, and Navy, third.

Here the crews were entertained at a dance by the cadets of the Royal Military College which, on September 15th, conducted an international regatta in the 14-foot dinghies with Queens also participating. The score for seven races stood: M.I.T., 32; Princeton, 32; Royal Military, 30¼; Brown, 29½; Queens, 27½; Williams, 26½; and Navy, 13. The M.I.T. crew of Herman Hanson and Eric Olsen took first place in the sail-off from Princeton.

Returning to Clayton, the crews toured the Thousand Islands in H. S. Lewis' power cruiser and sailed a special regatta in Triangles over the Clayton course, M.I.T. winning again, Williams second and Princeton third.

The final port of call was Chaumont, N. Y., where another regatta was held under the Crescent Yacht Club colors in dinghies and Snipes. Navy's crews, led by Denison Remington, commodore of the Midshipmen's Boat Club, triumphed with a score of 33½ points to Brown's and Princeton's 33, Tech's 30½, Williams' 22. Returning to the Clayton, the cruise disbanded after a farewell dinner with all hands determined that a cruise should be an annual feature of the I.C.Y.R.A. activities.



EDITORIAL

Give Barnegat a Real Breakwater

YACHTSMEN of the East Coast have heard so much in the past year or two about the improvement to Barnegat Inlet on the Jersey coast that they considered the matter settled when the Federal and State governments adopted plans to make the inlet navigable and appropriated money for the purpose. Now it appears that the original plans, which called for two long stone jetties projecting seaward to protect the inlet, rising at least six feet above high water, have been changed to make what are known as low jetties, which will be submerged two feet at mean high water. If this is done, the value of the inlet will be greatly impaired, and what was supposed to be a refuge in bad weather will become instead a menace rather than a help.

Anyone who has tried to enter, in bad weather, an inlet or harbor entrance protected by low jetties knows how difficult this is, especially at night. With submerged stones or rip-rap on either hand which cannot be seen, and do not "smooth the water" as a high breakwater does, there is constant danger for a small vessel which, in strenuous conditions, has difficulty keeping on a range or running a course, due to leeway. There is all the difference in the world in maneuvering a boat in smooth water from handling the same boat in a breaking cross sea which sweeps over a sunken jetty, unseen at night. And it is in just these bad conditions, with an onshore wind, that small craft will seek the protection of the inlet.

It is both shortsighted and dangerous not to make what probably will be one of the most important inlets on the coast north of Cape Charles as safe as is humanly possible. It is probable that small craft will be the principal users of Barnegat Inlet. To spend the taxpayers' money, both Federal and State, and not do an adequate job is fair neither to the taxpayers nor to those called upon to use the waterway. YACHTING, as well as all those who will ever have occasion to take a small boat up or down the Atlantic coast, hopes the Board of Engineers will hold to the original plan of jetties high enough to give real protection in any kind of weather.

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The Florida Season Afloat

FLORIDIANS, who are, perhaps, more accustomed to hurricanes than northerners and take them in their stride, are wondering what the effect of the big September blow in New England will have on the winter exodus of yachts from northern waters to the South. Many and anxious have been the queries that have come to us as to what we think the effect will be on the southern season.

Naturally, definite figures are hard to obtain. But we feel that, on the whole, there will not be much diminution in the number of northern yachts in southern waters this winter. Certain yachts in the hurricane zone that were damaged or destroyed won't go South this fall. But in the large yachting centers, such as New York, Boston, and the Chesapeake, most of the yachts suffered no, or only superficial damage. It is from these points that most of the winter sojourners come. Undoubtedly, in the badly hit territory, which includes Narrangansett and Buzzards Bay, some boats whose owners had planned to go South were damaged or destroyed. In such cases it is unlikely that these owners will show much enthusiasm for carrying out their original plans. But the total number of such yachts that were preparing for the voyage was but a small percentage of those that make the annual pilgrimage. And their owners probably will not forego their southern vacation, but will plan to charter boats already in the South. Very few large yachts were damaged and the "big fellows" will probably be as numerous in Miami and Nassau as heretofore.

On the whole, we believe the Florida boating season will not be hurt to any extent, and that chartering will be brisk, while a lively market in new stock boats will await those who have them on hand for quick delivery. Maybe we're wrong, but that's our guess now.

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The Boat Show

DON'T forget that the Boat Show at the Grand Central Palace opens just after the Christmas and New Year holidays. January 6th to 14th are the dates. With the greatly improved economic outlook, and if the interest in the Automobile Show, in November, is any criterion, this year's exposition promises to be one of the best. We always believe that, and it is usually true. This year will be no exception. For the people of the United States are fast coming water-conscious, the pleasures of yachting are more widely known and the facilities for the use of boats are increasing. These facts will bring people to the Show in ever increasing numbers.

In order to get the very latest advance information on the exhibits that will be seen at the Palace, the January issue of YACHTING will be published January 6th, instead of January 1st. It will thus be out coincidently with the opening of the Show itself.

IN THE WORLD OF YACHTING

WALTER WINDEYER, JR.

WALTER WINDEYER started young. Most of us do. But he had to, being Walter, Jr. His father, Major W. F. N. Windeyer, who is still sailing strong, shipped him aboard the family sloop "Bessie" on Toronto Bay when he was two. At five, Walter, Jr., was in the crew of his father's sloop "Greyling." The two Windeyers have sailed together for 36 years, but Walter, Jr., struck out for himself at the age of eight and won his first prize in an open dinghy race of the Ward's Island Association. Eleven years later he won an international dinghy championship at Erie, against six competitors. Walter, Sr., was one of them.

Going to displacement craft, he sailed "Lillian E," Class R challenger for the George Cup, on Lake Ontario in 1924. When Commodore George H. Gooderham introduced Six-Metres to Lake Ontario with the Finnish "Merenneito," Walter Windeyer sailed her for him and won the Prince of Wales Cup against the whole Royal Canadian Yacht Club fleet. He went into the Eight-Metres in 1930 and won the Gooderham Cup, international trophy, at Hamilton with "Vision" that year, and with "Quest" at Henderson Harbor next year. He sailed "Invader II" in the Canada's Cup contest in 1932 and lost. In 1936 he went to England in the Royal Canadian team of four dinghies, and contributed to the Canadian victory over the Royal Norfolk and Suffolk Yacht Club's team, on Oulton Broads and the North Sea. Dinghy racing is Walter Windeyer's favorite form of yachting, and his pea-green dinghy, matched by his wife's pea-green slicker or bathing suit, is one of the features of Toronto Harbor and the Royal Canadian Yacht Club courses.

UNDER THE LEE OF THE LONGBOAT

By "SPUN YARN"

THE Fishermen's races made a liar out of me by winding up with a lot of dust and heat. But I have a lingering suspicion that a large part of the row was put on with an eye on the gate. The cash prizes and expenses incidental to the series were supposed to be footed by the public, and, delayed by calm weather, the series had to be hot to go on rating the front pages. A windy fight between hardy fishermen makes the headlines, just as a squeaky wheel gets the most attention.

If you happen to be feeling cocky about U. S. supremacy in international racing, I hope you will bear in mind the coincidence that the final three races of the year went against us. They were, besides the Fishermen's series, the Star Class Internationals and the Seawanhaka Cup match.

This has been rather an off year for globular expeditions, but I did hear of one that shoved off from Tampa with the customary fanfare. In a newspaper dispatch the master and owner was quoted as saying that he was bound for London via Singapore and way points, and that "when we get there doesn't matter." I was about to remark that the piquancy of this expression could be heightened by changing the "when" to "if." Just then, however, radio news came through that the "palatial world-girdling yacht" was a total loss with all lives saved twenty miles from the point of departure. Another little job for the underwriter.

Speaking of which, I know of one boat that was insured for six grand at noon of the day of the Big Wind and sank less than four hours later. Which, in turn, reminds me that I've been meaning for some time to write a short dissertation on yachts and the insurance thereof, but have put off so doing because of the extreme delicacy of the subject. If an editorial writer pans the insurance companies, the advertising manager tells him off in no uncertain terms; whereas if he puts in a good word for them, he is suspected of being an agent or a stockholder. I hope, however, that I can walk the line between blame and praise. Yacht insurance rates are high — damnably so in comparison with other risks; but will be lowered, I venture to say, if yachtsmen get over their greedy habit of claiming damages for every worn-out sail that parts company with its boltropes. Another way of putting it is this: You may think you get a new sail for nothing when the insurer pays the bill for replacing a ten-year-old jib; but in actuality you and other yachtsmen insuring with that company have paid for it in advance. Basically, the insurer gambles that you won't accidentally harm your boat while she is protected by his policy. He cheats if he evades or scales down a legitimate claim. You cheat if you work off depreciation under the head of accidental loss. I hate to be didactic, but three wasted weeks on jury duty listening to insurance suits have soured my normally honeyed disposition.

It seems that there's some disagreement among dinghy sailors as to the propriety of having all BO dinghy sails cut by one maker. I've never been much of a hand to mix up in the dinghy fights, as Frostbiting got too organized for my rebel blood shortly after it became popular. But if any of you guys have any arguments to advance on this subject, I'll be glad to air them — provided you don't get personal and sock me one by mistake.

The Lee Rail Vikings pulled a snappy one just before the racing season closed. A girl in a certain class stood to win the season's championship if she finished the last race in first or second place. She came in a poor third, and her sister finished a close second. The winner of the last race was not a close contender and the championship cup went to a fourth party. Subsequently the sister confessed that she had fouled the day's winner, who hadn't protested her because he had come in first anyway and what-the-hell. Whereupon the girl's parents asked the race committee to disqualify the sister so that the almost-champion could move up a point and rate the cup. The committee refused to do so and everybody is as sore as a boil. The moral of this little tale is that if the sister had not been a Lee Rail Viking she would have disqualified herself the instant she committed the foul and thus have permitted the other girl to win the championship by orthodox means. But Poppa and Momma and the two gals were trained in a different school of sportsmanship.

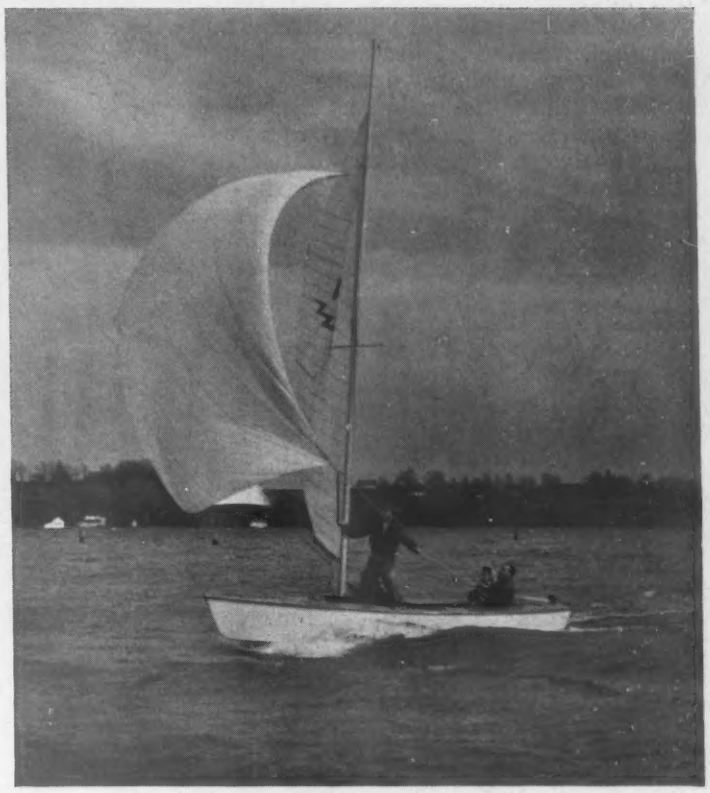
Whether you believe it or not, in motorboat navigation and steamboat navigation a situation exists in which either one blast or two blasts of the whistle can be blown to indicate a certain maneuver. It all depends on which vessel blows first, and here's the maneuver: Vessel *A* backs out from a pier on the right bank of a narrow river and continues astern in a sweeping arc, it being her master's intention to back into an adjoining cove and there go ahead and continue down the river. Vessel *B*, proceeding downstream while *A* is going

(Continued on page 108)

"Lightning," a new one-design sloop 19 feet over all that promises to fill a real need for a smart racer as well as a good boat for day sailing

"LIGHTNING" STRIKES

A New 19-Foot One-Design Class of Great Promise



When the parachute gets to pulling, the boat literally planes on every sea

THE idea of a small one-design boat suitable not only for racing, but for day sailing, and capable of giving pleasure when she is not being raced, is nothing new. The need of such a boat has been expressed often and from widely differing places. The demand seems to be for something larger than the many small one-design racing boats from 15 to 16 feet long, of which there are many and which, at their best, are really suitable for two persons, and the Stars, 22 feet plus in length, and designed primarily as a racing proposition. Something between 18 and 20 feet in size seems to be indicated as the minimum in which the requirements of a comfortable cockpit, *with seats*, that will hold up to half-a-dozen persons on a sail for pleasure, and of enough stability to allow moving around without danger of heeling the boat unduly. Also, the dictates of price would prevent going much above that length.

Now there have been plenty of boats designed and built of about this size. Many of them have been fine boats for the purpose they were intended to fill. Some of them are sleek, slippery racers that give skipper and crew plenty of thrills and fun and not too much comfort. Others are beamy, comfortable, dry, but slow, unfortunately (perhaps of necessity), speed being sacrificed to comfort. The owner of the racing machine undoubtedly has what he wants and the owner of the day sailer will probably tell you, in no uncertain terms, that he is not interested in racing, anyway.

It sometimes happens, however, that one who starts out with only solid comfort in mind gets himself into a race of one kind or another. He just can't help it. So strongly does that subconscious instinct to race run in every sailor's blood that frequently we see boats that were never designed for anything but picnic outings banded together into one-design classes for racing.

Not discouraged by the obvious difficulties, Lindzey Nicholson, of Syracuse, N. Y., who had been sailing a 16-foot racing boat long enough to want something more than her limitations supplied, was so convinced that such a boat could be evolved and, if built to the same specifications, that she would prove so popular as to make a one-design class of national appeal, that he decided to see if something couldn't be done to get things started.

Impressed with the need of such a boat, and the soundness of the plan, the firm of Sparkman & Stephens, Inc., agreed to design such a boat, and further, if a responsible class organization was formed, expressed their willingness to turn over the plans to the organization so that they would be available to amateur and professional builders alike at a moderate fee. The plans, therefore, in addition to the other requirements mentioned, had to be drawn with real economy of production in mind.

But now all that is past history, for the first boat has been built and launched and was tried out late in October, under all sorts of conditions, on Lake Skaneateles, N. Y., by an interested group containing some well-known Eastern sailors. In winds that ranged from a light air to a fresh fall breeze of 25 miles' strength, the little boat put up a surprisingly fine performance. She fully justified her sponsor's enthusiasm and confidence that the idea was practical.

Now as to the boat herself. She is 19 feet over all with 6 feet 6 inches beam. The water line is long for a boat of the type, and the sail area is 177 square feet in the working canvas. The construction employs a chine and arched bottom. This means sawn frames, with no steam bending. The freeboard is good. This, combined with unusual stability, permits

(Continued on page 118)

The "Thirty-three"

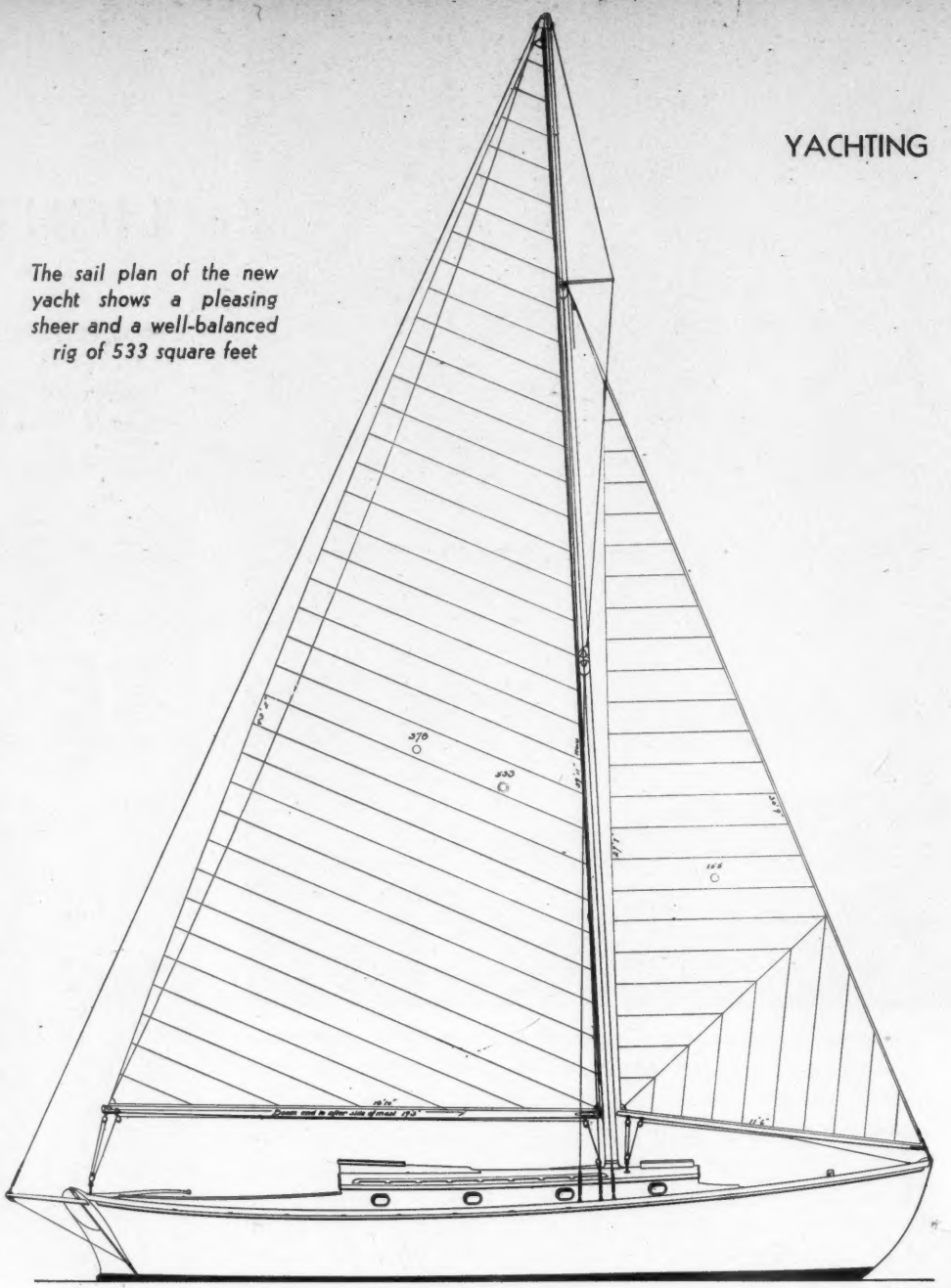
ON this page are the plans of a new standardized auxiliary sloop now under construction at the yard of Dunham and Stadel, Inc., Stamford, Conn. The yacht is from the designs of the builders and is an interesting craft. Her principal dimensions are as follows: Length over all, 33′ 1″; length on the water line, 27′ 4″; beam, 9′ 7″; draft, 5′ 4″.

Construction calls for selected white oak keel, frames and deadwood, with 1″ Philippine mahogany outside planking, all of which is treated with Cuprinol wood preservative. Fastenings are hot dipped galvanized iron. Trim is of teak. Outside ballast is of iron and the trimming ballast of lead.

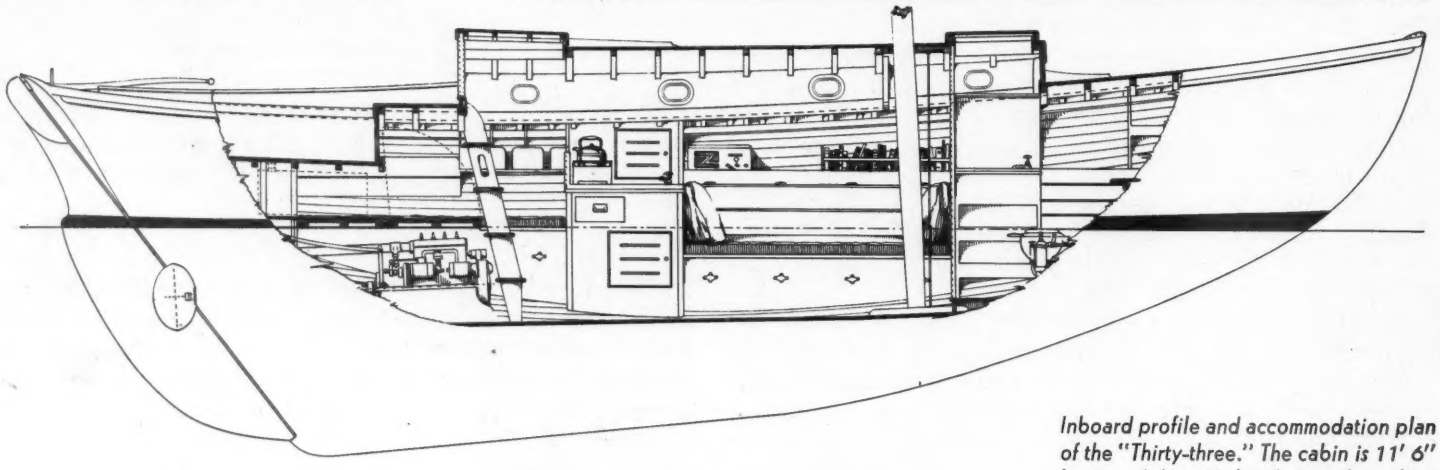
The sail area is 533 square feet in jib and mainsail. Mast is hollow, of Sitka spruce, the other spars being solid. Sails are by Hathaway and Reiser.

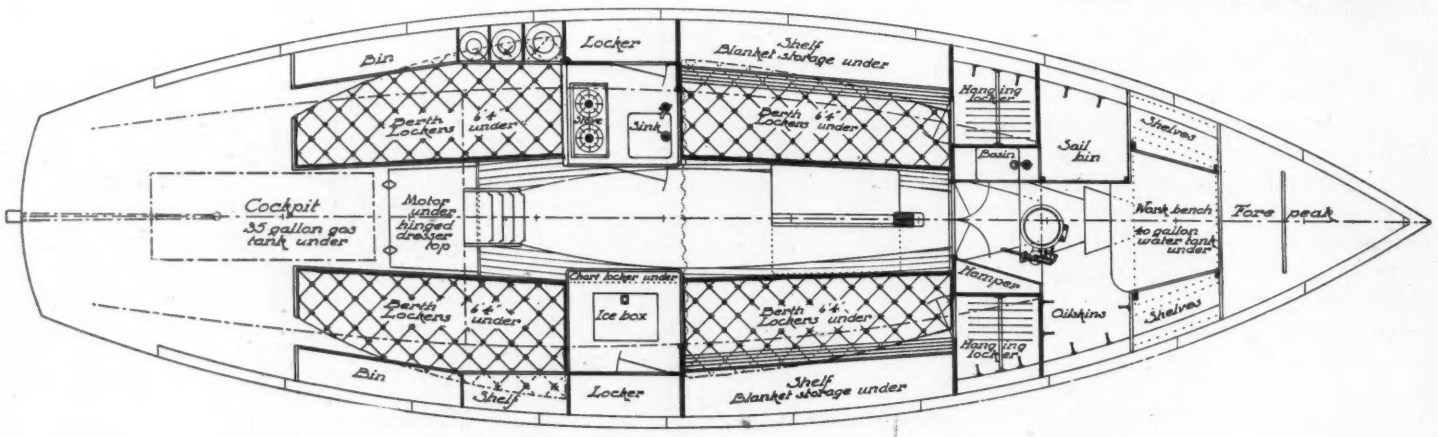
The engine will be either a 25 hp. Universal "Utility Four" or a Gray 4–22. It will be located under a box between the after berths and easily accessible. The fuel tank, of 35 gallons capacity, is under the cockpit. A 40-gallon water tank is under the work bench forward.

The cabin plan shows an interesting arrangement. There is ample stowage space forward and 6′ headroom throughout. Seat backs swing up out of the way at night and are comfortably located during the day. Floor space in the cabin is good and there is room to pass the cook when he is at work in the galley. Bulkheads below are of Weldwood.



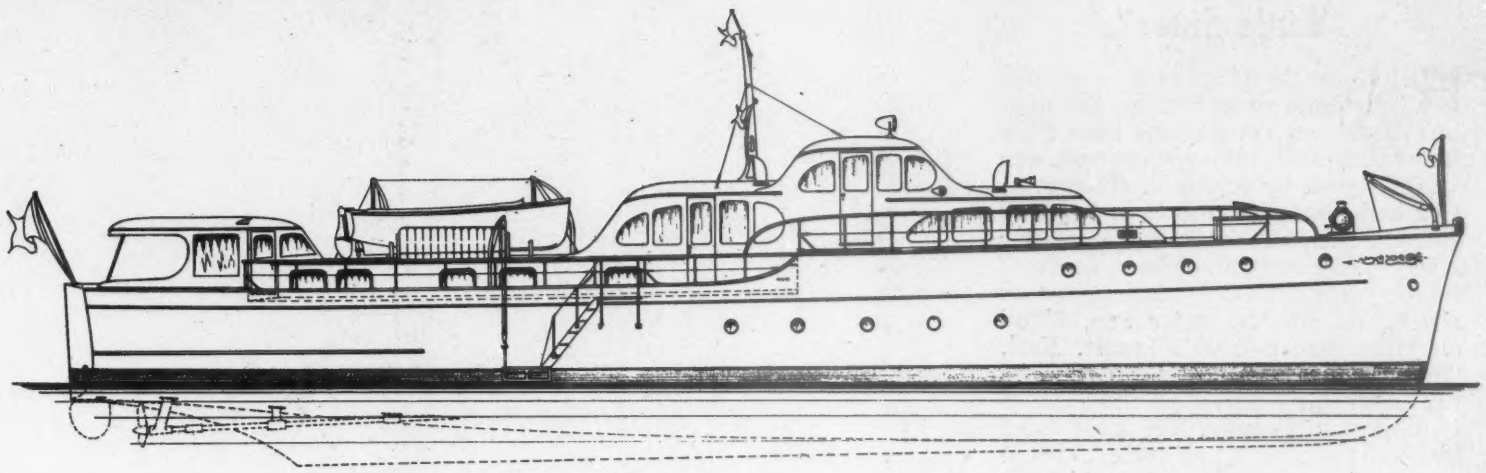
The sail plan of the new yacht shows a pleasing sheer and a well-balanced rig of 533 square feet





Inboard profile and accommodation plan of the "Thirty-three." The cabin is 11′ 6″ long and has 6′ headroom throughout

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question.



All of the deck erections have raking ends, giving the yacht a streamlined appearance

A Twin-Screw Diesel Cruiser by Consolidated

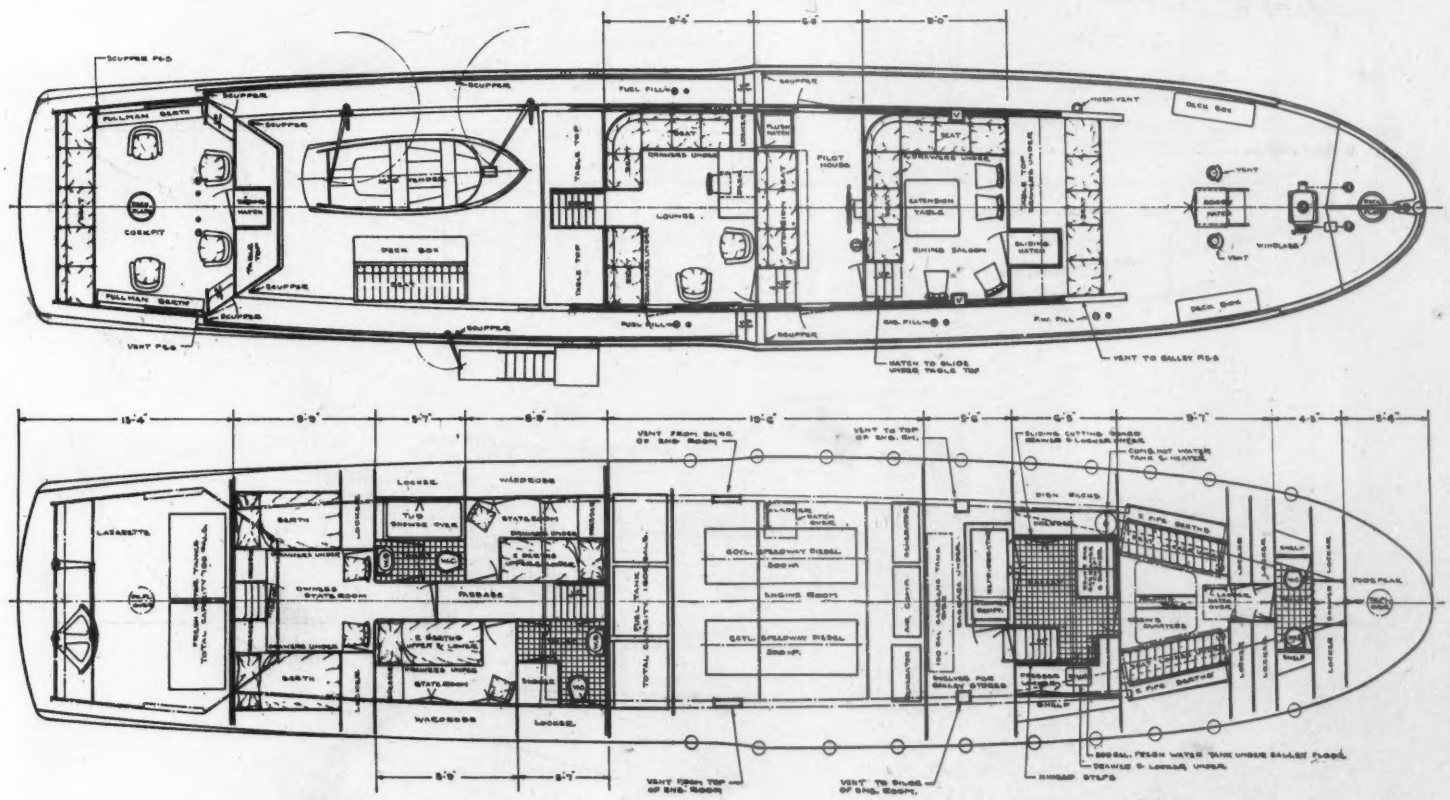
ON THIS page are the plans of a new cruising yacht from the boards of the Consolidated Shipbuilding Corporation, of Morris Heights, New York City.

The new yacht is 87′ 0″ in length over all, 84′ 0″ length on the water line, 16′ 6″ beam and 5′ 0″ draft. Construction is to rigid specifications which call for white oak keel, stem, sternpost and framing. The outside planking is double, the inner layer being of white cedar and the outer one of mahogany. Main and forecastle decks are of teak as is the floor of the cockpit. The sides of the cabin trunk and deckhouses are also of teak. The cabin and deckhouse roofs are covered with canvas. All fastenings are of copper or bronze.

The machinery space is nearly 20′ in length and here are installed the two Speedway Diesel engines and the auxiliaries. The main engines develop 300 horse power each and will give the yacht a speed of 16 knots. Two 5 kw. generating sets furnish current for lighting and for the various auxiliaries, which include windlass, bilge pumps, fresh water pumps, electric refrigeration, etc. Switchboard and storage batteries are also located in this compartment. There will be a Lux-o-matic fire extinguishing system and forced ventilation throughout the vessel. Fuel tanks of 1800 gallons capacity are in the engine room and 700-gallon water tanks under the cockpit.

In the forward part of the deckhouse is the dining room, with cushioned seats and a table seating eight even when not extended. Abaft this room is the pilot house, with a good view all around the horizon. Next aft is the lounge. The cabin trunk extends to the semi-enclosed cockpit. A wide cushioned seat runs across the after end of the cockpit. On top of the cabin trunk is a seat and deck box for ship's gear and a 16′ motor tender is carried here. There is a fore and aft passage through the deckhouses; indeed, one can go the full length of the yacht under cover.

Below, there is the conventional forecastle forward, next to which is a large galley, equipped with electric refrigerator, gas range and electric garbage disposal. Abaft the galley is a storeroom with tanks for the range gas, baggage stowage and shelves for stores. The after quarters consist of a large double stateroom for the owner with adjoining bath room, two double staterooms and a bath room.



Deck and accommodation plans of the new 87-foot Diesel yacht designed by Consolidated Shipbuilding Corporation

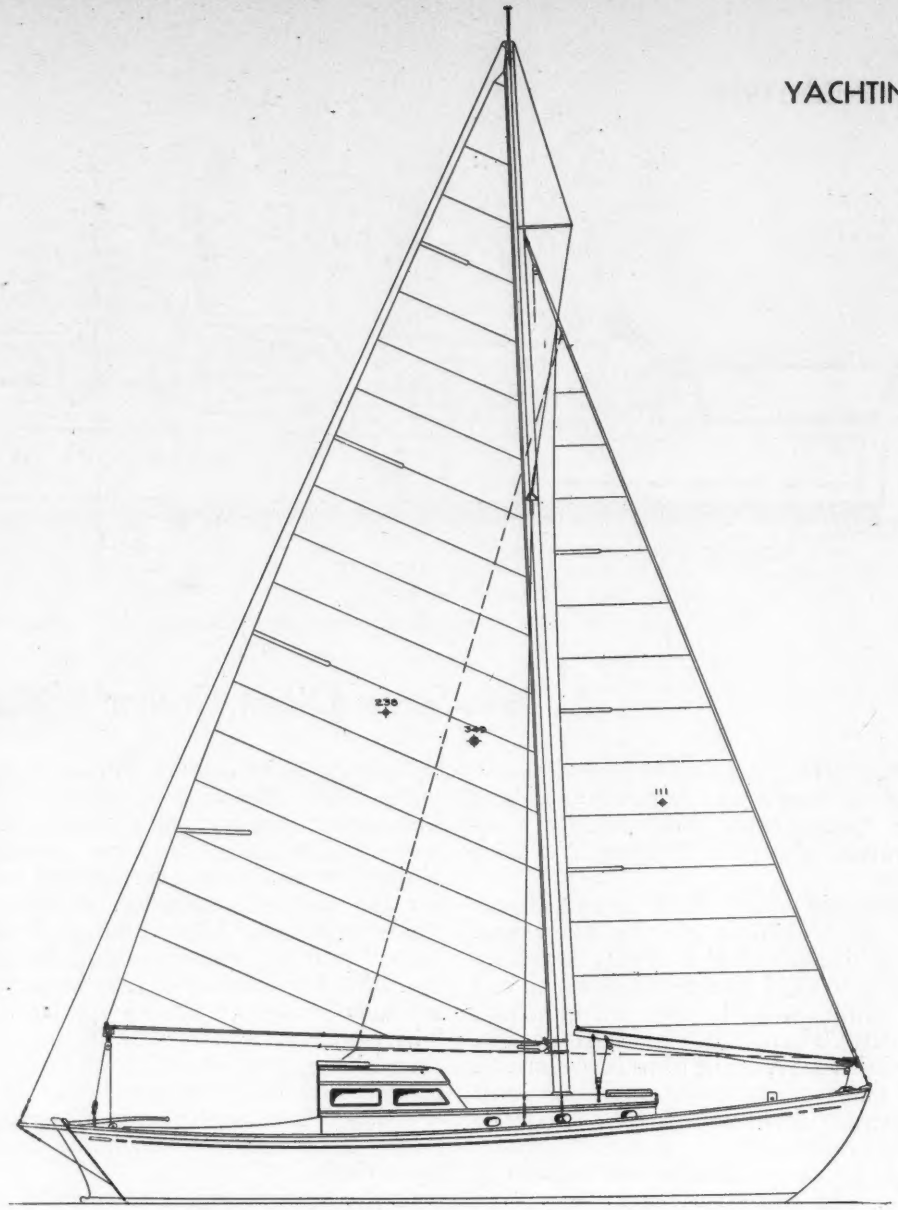
"Little Sister"

HERE are the plans of a handsome one-design cruiser which has been in evidence on Long Island Sound the latter part of the summer just past. She was designed by Philip L. Rhodes, of Cox & Stevens, and was built by Gray Boats, Inc., of Thomaston, Maine, for Harry P. Macdonald, of New York.

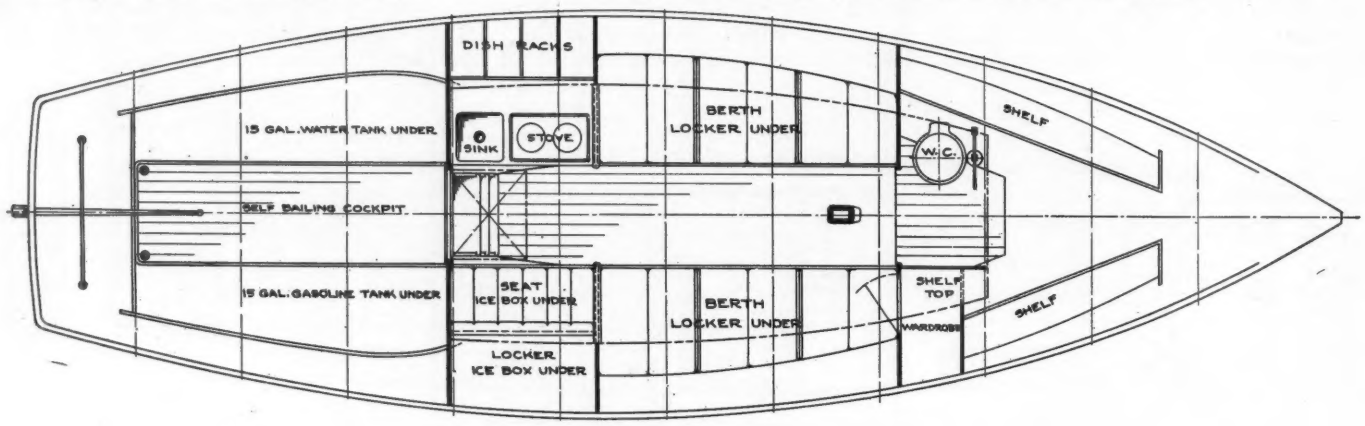
The yacht is 27′ 1½″ in length over all, 22′ 1″ on the water line, 8′ 3″ extreme beam and 4′ 2″ draft. Keel, deadwood and framing are all of white oak and the outside planking is of Philippine mahogany. The deck is of teak and the cabin trunk and deckhouse are of mahogany. Bulkheads and joinerwork below are of phenol resin glued plywood and white pine, painted in light colors. Ballast is of iron, all on the keel.

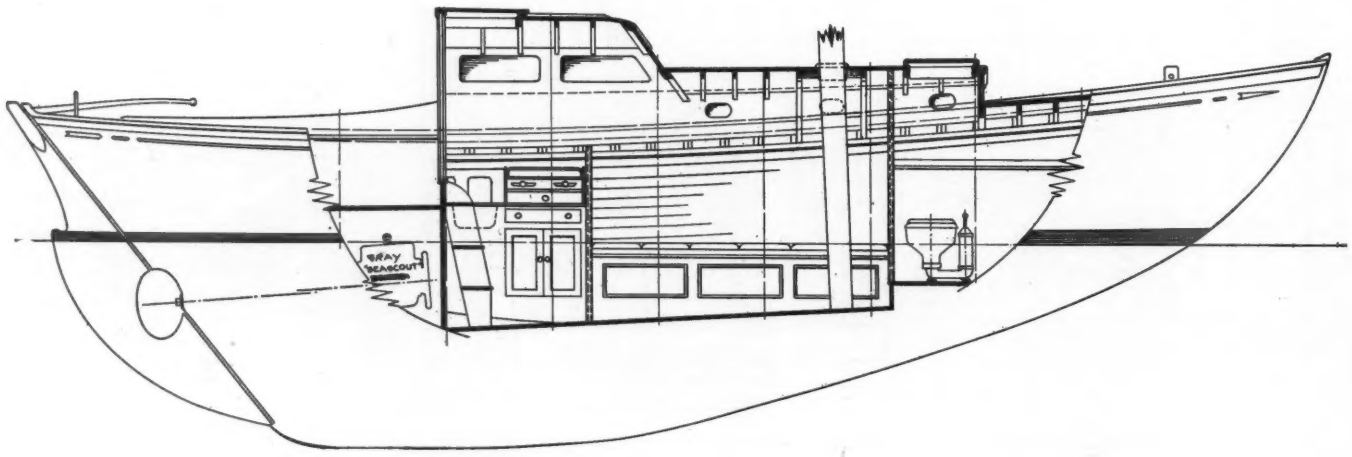
Mast and boom are hollow, of Sitka spruce, and sails, of Wamsutta Egyptian duck, were made by Hathaway & Reiser. The sail area is 349 square feet in mainsail and jib. A good sized Genoa is also carried. The engine is a Gray Sea Scout and gasoline and water tanks are of 20 gallons capacity.

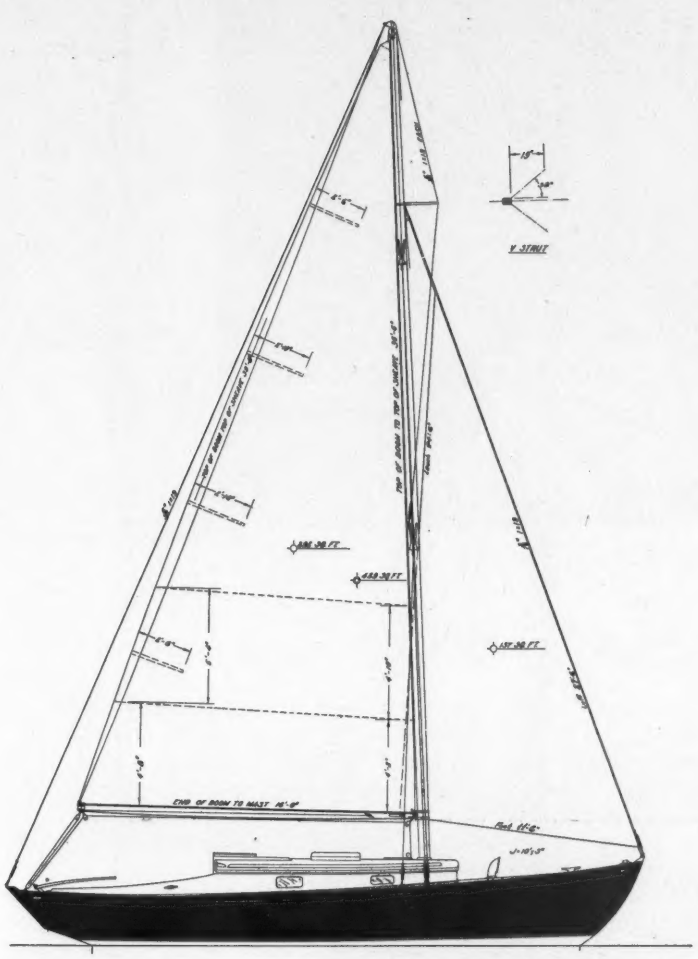
The deckhouse, with 6′ 2″ headroom, extends over the galley and the after portion of the cabin. Headroom in the cabin is 5′. There is a comfortable seat in the deckhouse on the starboard side and the six plate glass windows give an excellent view all around the horizon. Seats in the cockpit are 6′ 6″ long. Below, the galley is aft and the main cabin has a transom berth on each side. Forward is a toilet and stowage space.



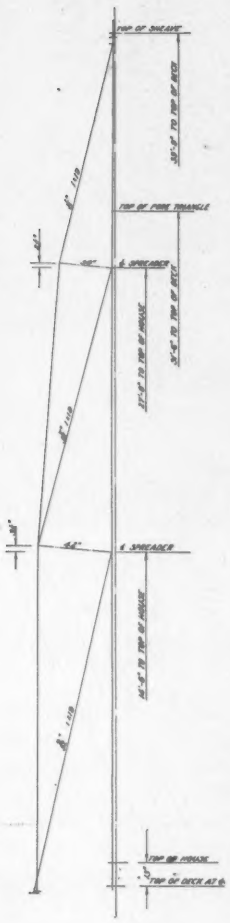
Sail plan and, below, accommodation plan of "Little Sister"







Sail and rigging plan of the new "Islander"



"Islander"

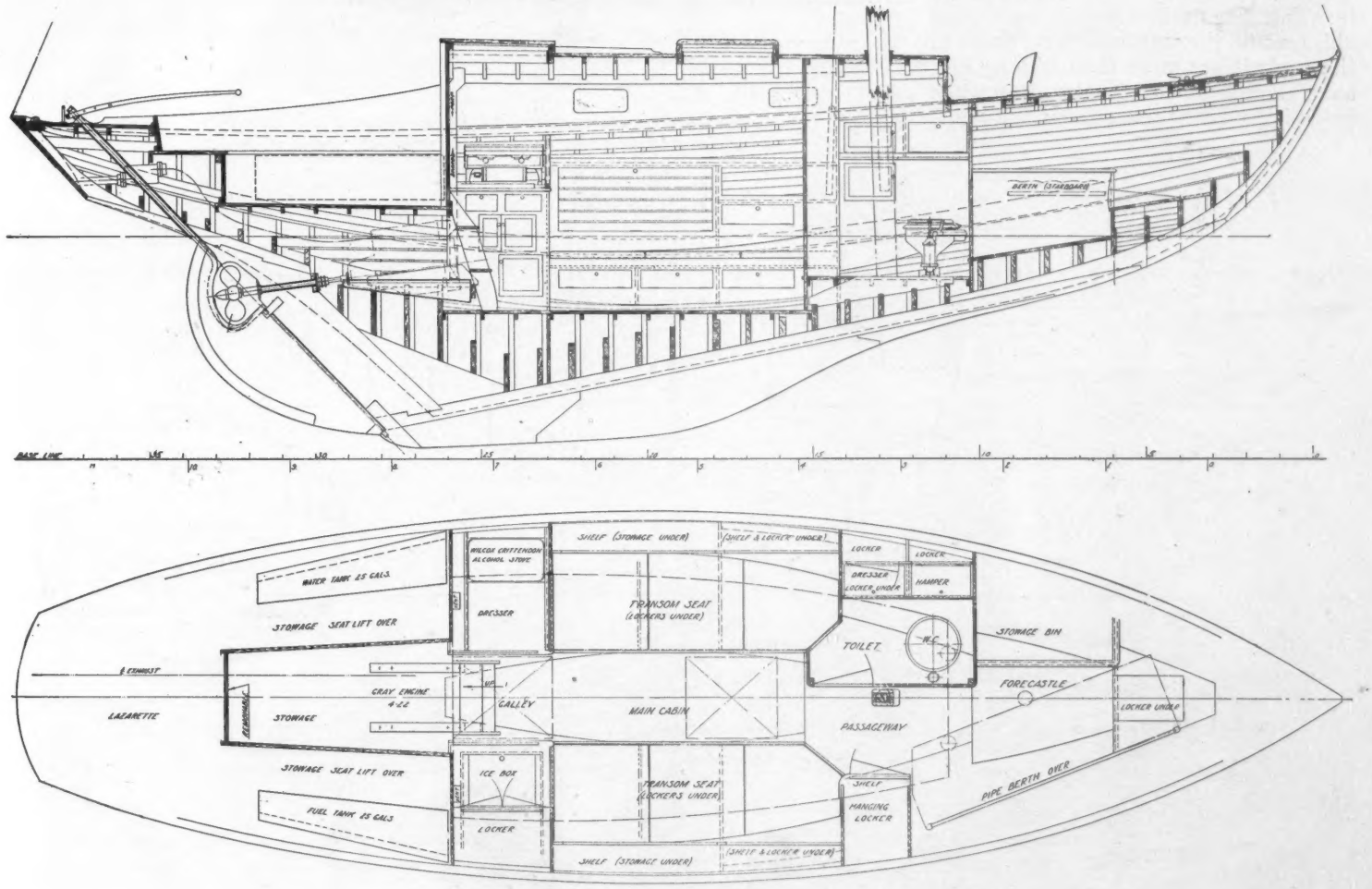
HERE are the plans of a new one-design class (a fast, able, modern cruising sloop), from the board of Sparkman & Stephens, Inc. Half a dozen of them are now under construction at the yard of Henry R. Hinckley, South West Harbor, Maine.

The principal dimensions of the new boat are as follows: Length over all, 30′ 0″; length on the water line, 23′ 0″; beam, extreme, 8′ 4″; draft of water, 4′ 9″. *Islander* carries 3400 pounds of lead on her keel. Keel and framing are of selected white oak and the outside planking is of ⅞″ Philippine mahogany, bronze fastened. Deck is of tongued and grooved white pine, canvas covered. Cabin trunk and cockpit coaming are of Philippine mahogany and the cockpit floor is of teak.

The engine is a Gray 4-22, located under the cockpit and driving the propeller on the center line. Fuel and water tanks are of 25 gallons capacity.

Mast and boom are of Sitka spruce, of hollow, box section. Sail area is 429 square feet in mainsail and jib. Standing rigging is 1 by 19 galvanized plow steel; bronze turn-buckles and blocks.

Below, there is a transom each side in the cabin and a pipe berth forward for an extra person. The galley is aft and the toilet room between cabin and forecastle.



Inboard profile and accommodation plan of the new one-design class

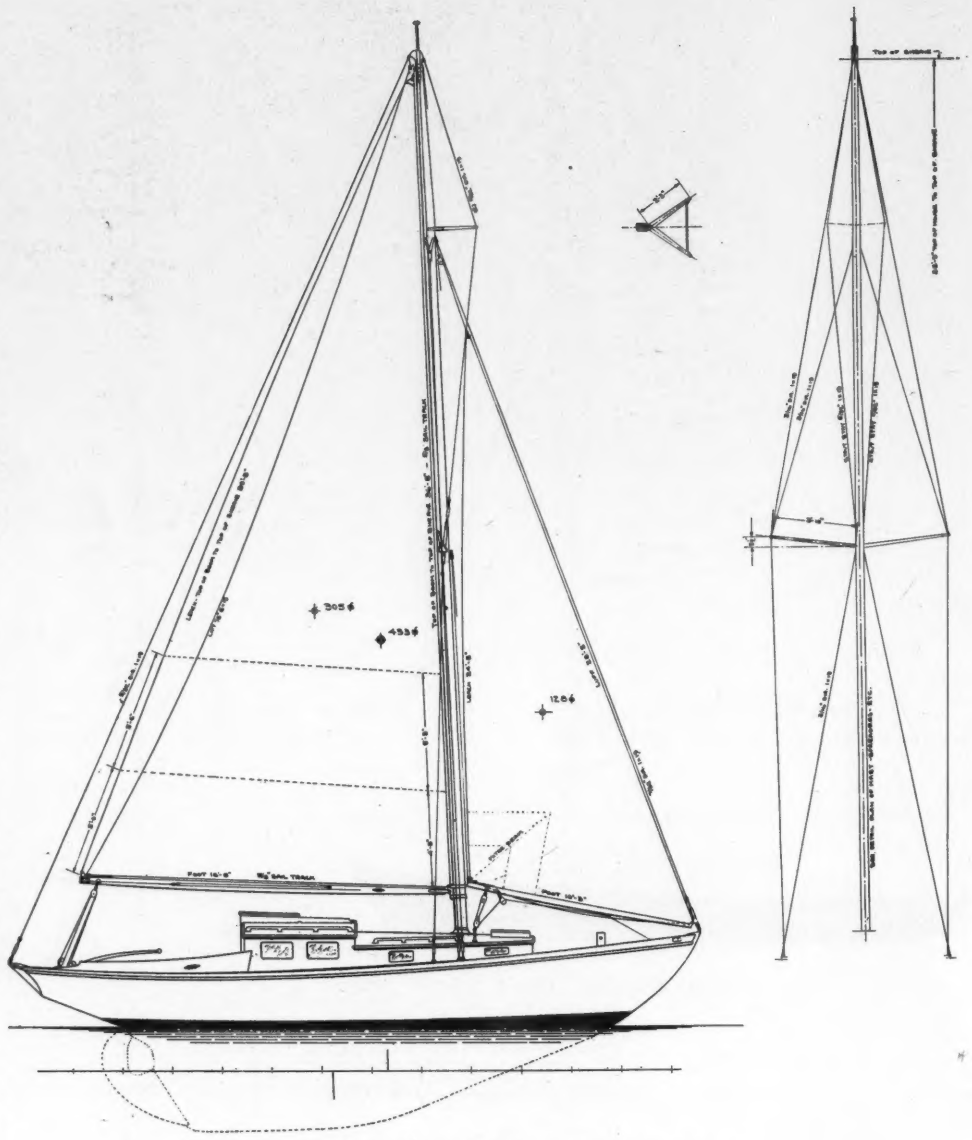
"Malabar, Jr."

THIS attractive one-design cutter is from the board of John G. Alden and is the latest representative of the name. Six of them are under construction at the Bristol Yacht Yard, South Bristol, Maine. The principal dimensions are as follows: Length over all, 31′ 4″; length on the water line, 22′ 1″; beam, 8′ 6″; draft of water, 4′ 8″. Construction calls for keel, deadwood, frames, etc., of white oak, treated with Cuprinol, and outside planking of Philippine mahogany, fastened with Everdur screws. The cockpit floor is of teak and the trim, inside and out, of Philippine mahogany.

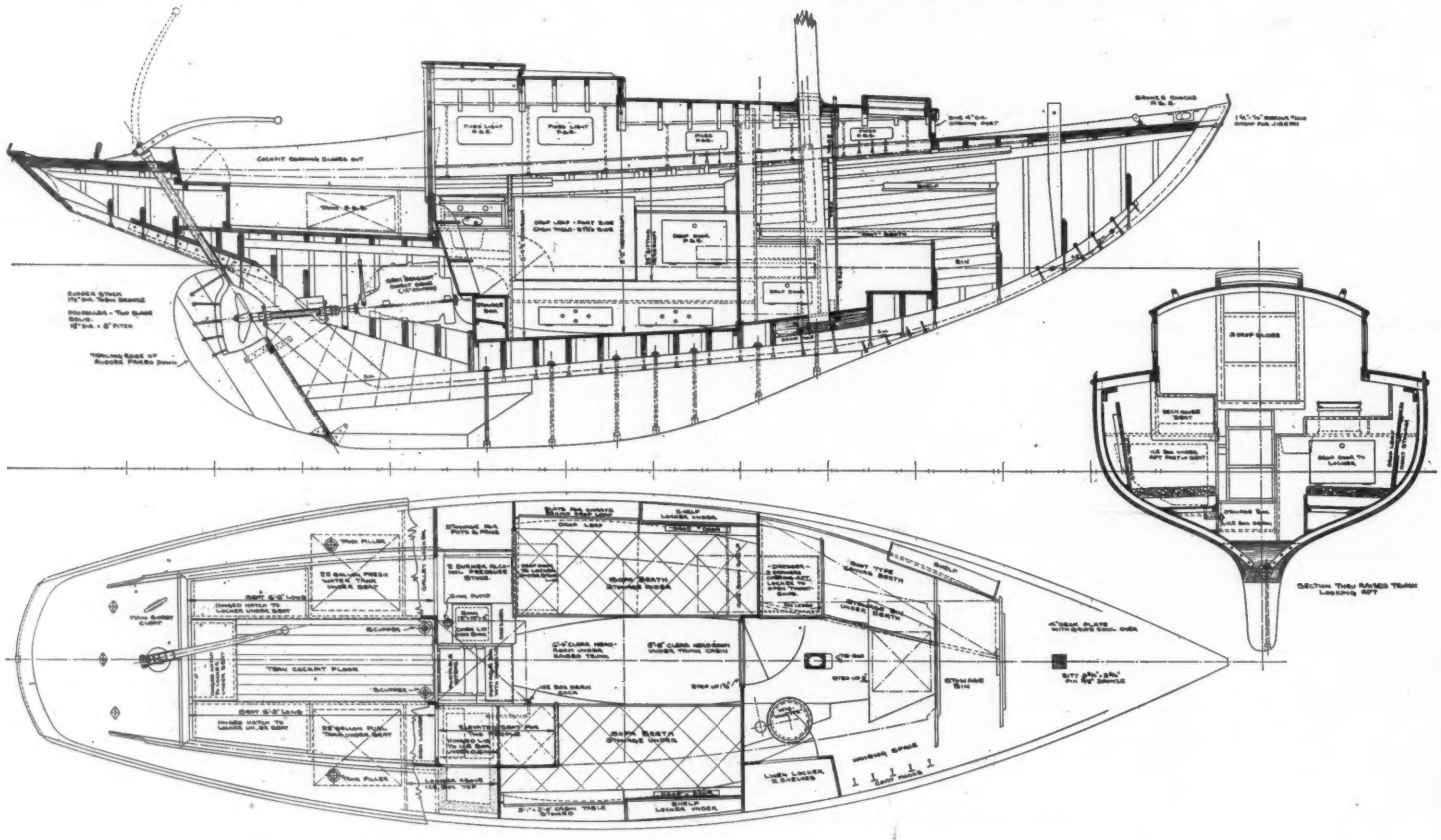
Mast and boom are hollow, of spruce, and standing rigging is of aeroplane wire. Sails, of Egyptian cotton, are by McClellan. The sail area is 433 square feet, 128 in the jib and 305 in the mainsail.

The engine is a Gray Sea Scout, located under the cockpit floor, turning a solid two-blade propeller on the center line. Two 25-gallon copper tanks are under the cockpit seats, one for water and one for gasoline.

There is 6′ 4″ headroom over the after half of the cabin and plenty of sitting height over the transoms. There is a transom berth on each side of the cabin and an "Elihu Root type" canvas berth in the forecastle. Another berth may be installed forward if desired. The galley is aft and the toilet forward. The deckhouse has a comfortable seat on the starboard side. Seats in the cockpit are more than 6′ long and have sloping backs. Plenty of stowage space is provided throughout the boat.



Sail and rigging plan and, below, inboard profile, accommodation plan and midship section of "Malabar, Jr."



Edwin Levick

This new 32-footer steps along at a good pace

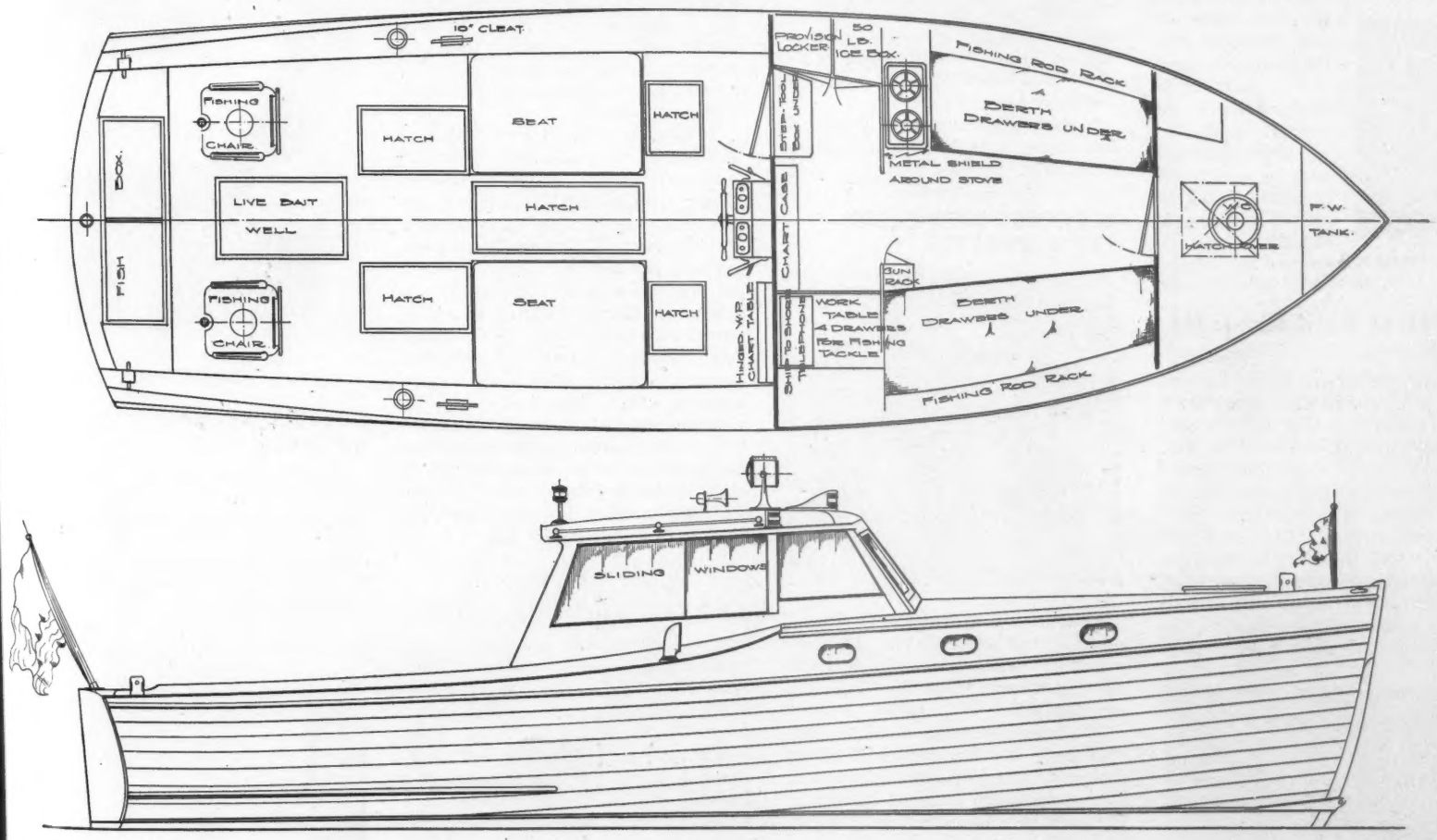
"Little Vigilant," a Twin-Screw Sport Fishing Cruiser

THIS trim and speedy fishing cruiser was designed and built by the Hubert S. Johnson Boat and Engine Works, of Bay Head, N. J., for Ogden Headington, of Trenton, N. J. She will be used for fishing in Florida and Bimini in the winter season and off the New Jersey coast in summer. In service, *Little Vigilant* has proved herself an able sea boat and she handles well at full power and when trolling at low speed. The lapstrake planking and the flare forward help to make her dry.

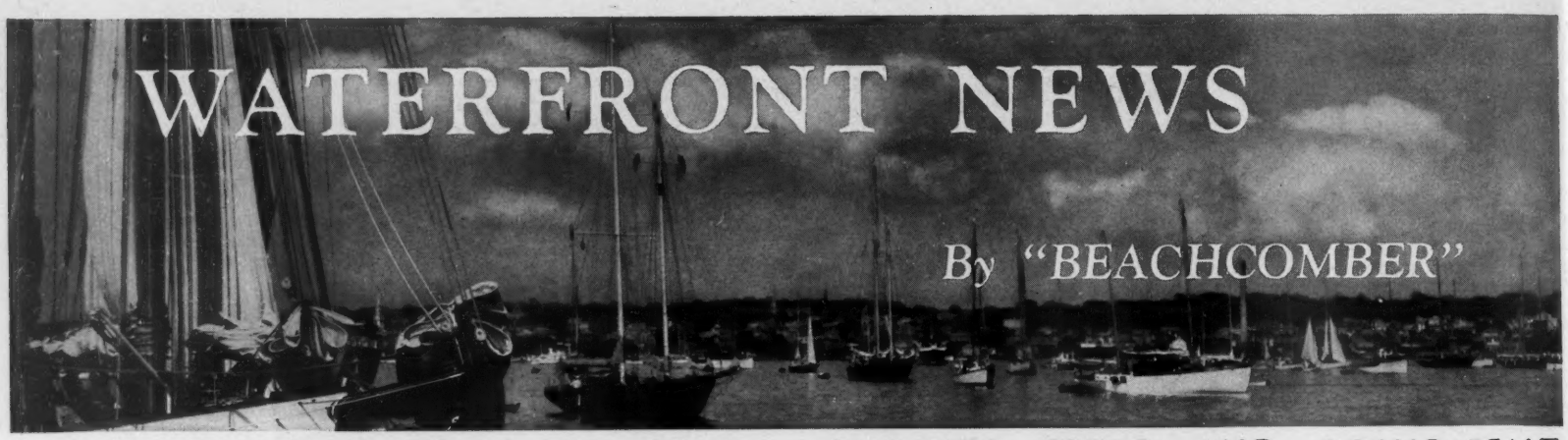
Her principal dimensions are as follows: Length over all, 32′ 0″; beam, 10′ 7″; draft of water, 2′ 2″. Keel, stem and framing are of selected white oak. Outside planking is of ⅞″ white cedar in narrow strakes, fastened with closely spaced copper nails riveted over copper burrs. The decks and cockpit floor, as well as the shelter house and all of the trim, are of teak in natural finish.

The power plant is a pair of Chrysler Royal Eight engines located under boxes in the cockpit, these boxes being soundproofed. On her delivery trip, from Bay Head to Philadelphia, the engines drove *Little Vigilant* at an average speed of 19.9 knots. A Continental 12-volt auxiliary generator furnishes current for the radio and the electrical equipment. A Travis ship-to-shore telephone is installed for communicating with other fishing craft.

The cabin, with small galley, toilet and two built-in berths, furnishes accommodations for overnight trips. The fishing chairs are the new Columbian all bronze pattern with adjustable back and foot rest. A Lux fire extinguishing system is installed.



Accommodation plan and outboard profile of "Little Vigilant"



RECENT DEVELOPMENTS IN BOATS, ENGINES, GEAR AND EQUIPMENT

"BEACHCOMBER'S" CHRISTMAS GIFT SUGGESTIONS

A SEA-GOING BLANKET

BLANKETS are often a neglected item when it comes to really fitting out a boat (or a bedroom) in thoroughly nautical style. Possibly it's because there are very few appropriate blankets available. At any rate, if you have on your list anyone eligible for one, a pair, or more nautical blankets, here is one we can recommend most highly.

It is all wool, of course, and as blankets go, is among the heaviest, weighing 3¾ pounds on a size of 66″ x 80″. The colors are a combination of a dark and a light shade of blue, with the two shades being reversed on the back side, providing a Cadet blue blanket on one side and a Navy blue on the other. In the center is a wheel, and at each end of the border is an anchor, and the border is trimmed with a couple of lengths of line, in red. The price is $12.50.

MOCCASINS WITH TOP-SIDER SOLES

IF your yachtsman friend has not yet been introduced to the Sperry Shoe Company's line of non-skid yachting footwear, or even if he has, one or another of their items should make an excellent gift possibility.

The Sperry Top-Sider shoe was introduced early in 1937 and immediately took the fancy of hundreds of yachtsmen and the more they have worn them the better they like them. The big feature of these is the soles which consist of white rubber with hundreds of small waves or slits which open up in action and create a squegee and suction effect. We used a pair ourselves for the last two seasons and no other sole is in the race when it comes to really getting a grip and holding on wet, slippery decks, etc., regardless of how they are finished. We heard of one skipper in last summer's Bermuda race who required that every member of his crew equip himself with a pair of these shoes. They come in men's and women's sizes in white, brown, and royal blue.

The latest addition to the line is a moccasin like the pair shown here. It combines the freedom and resiliency of this informal type of footwear with the non-skid qualities of the Top-Sider sole. They come in brown and in white and are priced at $5.00 and $5.50 respectively. Most of the prominent sporting and yachting outfitters have them.

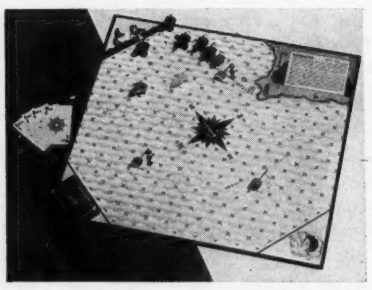
A real sea-going pair of boots with the Sperry soles is another good gift possibility.

BOOKENDS WITH CLOCK AND BAROMETER

EVERYONE may have a book and probably has bookends too, but when a pair of bookends as novel as these turn up we still think they make an excellent gift.

The bases of this pair are of polished mahogany and are broad and heavy enough to stand up and do their job. The anchors are polished brass and the clock and barometer really work, just as if they were on the wall or on a mantle. The clock is good for eight days on a single winding, too. The price is $27.50

A GAME OF SKILL (?) IN NAVIGATION



IF you have difficulty in getting your friends to talk anything but boats, boats and more boats, here's a chance to at least make a game of it. It's a pastime called Navigator and can be played by anywhere from one to eight competitors and as many other afterguard members as can find room around the table.

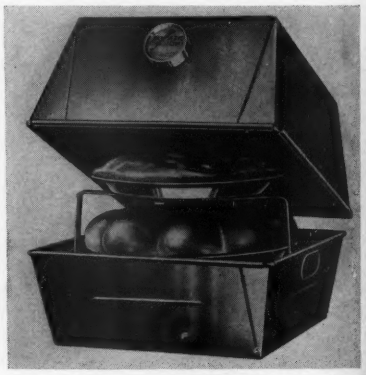
Briefly, the object is to beat to windward, reach and run around the buoys indicated on the playing board without fouling any of the marks and without running aground (off the board). Skill and racing experience is supposed to help but when we played we found the wind direction and velocity, as turned up on the cards, as variable as it is on Long Island Sound in July and only the winning skipper could discern any element other than luck. It's an amusing and fast moving game, however, and if nothing else, teaches the racing skipper to be prepared for anything when he goes out to do battle with wind, tide and other boats. The Navigator game sells for $2.

AN OVEN FOR A SMALL STOVE

YOU may be looking for something practical for a boat owning friend who already has almost but not quite everything. This stainless steel oven ought to be worth considering. You won't find it in the gift shops but when it comes to a job of baking or browning aboard a boat it is right there. The culinary possibilities of the galley are obviously greatly increased by even a small oven.

This one measures 12″ x 12″ x 10″ high, which means it should fit nicely on any alcohol or kerosene stove and is so constructed that the bottom stows inside the top when not in use. The hood is lined with asbestos and fitted with a heat indicator to take the guesswork out of the galley. The inside of the base is insulated with asbestos so that it cooks as a real oven — not like a frying pan with a lid on it. There are two baking levels, providing space for rolls, biscuits or potatoes above, while a roast or chicken is cooked below.

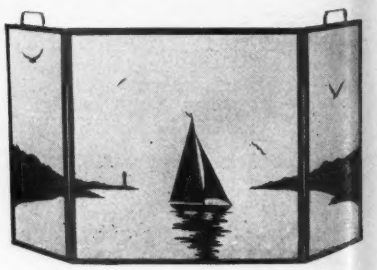
The bright, attractive and easy to clean oven of stainless steel probably makes the best gift. It sells for $10. However, it can also be had in sheet iron for $3.50.



A FIRE SCREEN WITH A NAUTICAL TANG

AMONG your friends there is probably someone who, on long winter evenings, likes to gaze across the hearth back into happy days afloat during the previous summer. He's the kind of fellow who wishes he never had to put his boat up.

Here's a gift which will not only furnish a proper setting for his reverie



but will also preserve the rug in case he is busy setting a spinnaker or plotting a course when the sparks begin to fly. It's a fire screen of wrought iron with the various features of a nautical scene cut out of sheets of the iron and wired to the screen. It is most attractive and should be good for a lifetime of service. If you like, you may supply a photograph of his own harbor or favorite anchorage and its essential features can be reproduced on the screen. Price $27.50.

A COUPLE OF SEA-GOING KNIVES

SOME of you skippers, we understand, make a practice of giving your crews presents at Christmas (even after all the other things you've done for them). You might as well make the gift something which will step up their efficiency as a crew, and we suggest one of these knives designed by a sailing cutlery man for other sailors.

The folding rigging knife has a husky blade on one side and a sharp

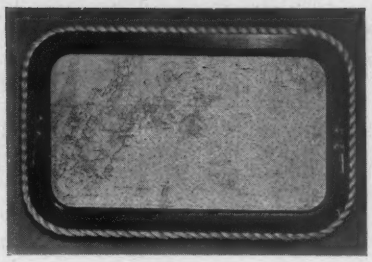
marlin spike on the other. The handle is of bone and the blade and spike are of chrome plated steel. The plating does not stand up forever, of course, but retains a sharp edge better and longer than stainless steel does. Price $3.

The sheath knife can be had with either a pearl or wood handle and the name of the owner or his yacht can be embossed on the former type. The blade and spike of this outfit is also of a high grade of forged steel and the case with individual compartments for knife and spike is of a good grade of leather. This outfit sells for $6.75.

AN UNUSUAL NAUTICAL TRAY

WHEN it comes to selecting any nautical gift item or any other decorative accessories, china, glassware, etc., for the yachtsman, it is well to be wary. Various aspects of the sea and sea-going equipment have been incorporated in all kinds of articles with widely differing results. It is impossible to lay down any general rules for assuring authenticity in these things, but we all know that "when they are good, they are very, very good, but when they are bad they are awful."

An excellent example of how these things can be good in spite of being very simple is this serving tray. The wood is beautifully grained and nicely



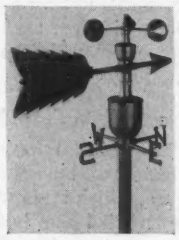
finished mahogany, the outside edge of which is bound with a Manila rope grommet (try and find the end). The handles are regular polished brass open base cleats and the chart under the glass in the center can be of any section of the coast desired. The price is $10.00.

A WEATHERMAN FOR THE HOME

AMONG the many interesting sidelines to the sport of boating, and a hobby which can be participated in right through the winter, is prognosticating and keeping up with the weather. And don't forget that to a sailor weather means wind direction, wind velocity and barometric pressure, much more than "rain and warmer."

Some of the favorite topics of discussion among yachtsmen have to do with things like how hard the wind blew that night in early November, and whether the wind is still holding steady in the Northwest or has started to back around to the South. And just think what some of those real weather nuts would have given to have known just how hard it was blowing during the big wind in September.

The Friez Weatherman, shown here, should make an ideal gift for anyone who likes to keep up with the activities of the elements. It consists of an anemometer and a directional vane which is placed atop the house, garage, boathouse or any other exposed location. Inside the house is a combination of indicators housed in an ornate case which should blend



into the furnishings of almost any living room or study. The wind direction indicating pointer follows the wind vane precisely by means of an autosyn position generator and receiving motor. Wind velocity at any given minute is ascertained by pressing a button and counting the number of flashes per minute of a small light, the number of flashes being exactly equivalent to the velocity in miles per hour. An accurate barometer is also housed in the case and can be read on the same dial.

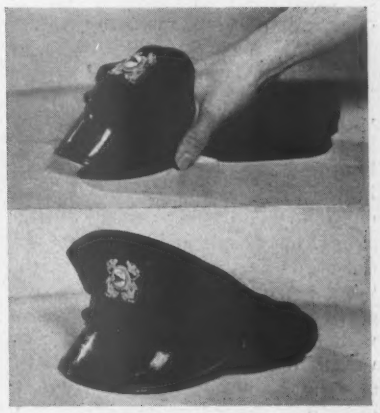
The system is operated electrically on 110 volt A.C. current and can be installed by any electrician with very little ado. All the outdoor parts are made of an aluminum alloy and other non-corrosive metals.

The same manufacturer who, incidentally, makes most of the weather instruments for the U. S. Weather Bureau, the Navy, airports, etc., also has several other variations and combinations of indicating equipment, some of which show wind velocity directly in miles per hour.

The price of the equipment shown here is $235.

A LIGHT FLEXIBLE CAP

THE world is marching on these days, with automobiles of functional design, streamline motorboats, flexi-



ble spars and stainless steel rigging, but in spite of it all such a thoroughly practical and yet very simple item as a light weight flexible yachting cap has been a long time in getting around. They have had them in England for years and have been among the most prized possessions of American yachtsmen returning from various parts of the British Empire.

Lately they have been developed in this country and we can safely predict that a few seconds in the hand and a minute or two on the head will make most yachtsmen wonder how they have ever been able to lug around the old, hot, heavy and stiff blue cap for all these years. The materials in this cap are a light blue serge with an attractive black band. The visor is just as shiny and bright as any other patent leather visor, but is light and can actually be rolled without cracking, breaking or harm of any kind. In fact, the cap can be loosely rolled and carried in a pocket if necessary. Boating is largely a warm weather sport and at last we are rounding out a full line of warm weather clothing to go with it. The price of the cap is $4.50.

If you are unable to obtain locally the articles described send a self-addressed envelope to "Beachcomber" at YACHTING, 205 E. 42nd Street, New York, N. Y., and he will be glad to supply full information.

FOR THE SAILOR'S CHRISTMAS STOCKING

NO matter how much fresh water capacity, either hot or cold your friends may have on their boats, we'll wager they will all welcome a few bars of salt water soap. It has plenty of what it takes to make lather in salt water and is a fine performer in fresh water too. It comes in boxes of 12 good-sized bars at $1.50 the box.

AN ELECTRICAL WIND PENNANT

IF you have on your Christmas list one of those fellows who has on his boat practically every gadget imaginable you undoubtedly have a difficult proposition. The chances are he would appreciate something for his boat a great deal, but when he already has everything there is little to choose from. You might look into one of these electrical wind gauges or pennants.

They were developed only a few months ago and are designed primarily for sailing boats and auxiliaries where the burning question often has to do with the exact angle of the wind with respect to the boat. By day it is easy and usually quite satisfactory to watch a cloth or metal pennant at the masthead or telltales on the shrouds. But by night it is quite another proposition. A flashlight or masthead light which shines on the pennant aloft will do after a fashion but in night racing it is customary to keep the other fellow from knowing just where you are (just why, we don't know) and flashing a light on the masthead frequently doesn't help out in that respect at all. The principal consideration, however, is the difficulty of reading a masthead wind pennant correctly at night. When the wind is at all light it is no trick at all to be beating to windward on a *compass* course and suddenly find that sometime during the last half hour the wind has shifted and you have been merrily reaching across it with sheets trimmed down, all the while believing you have been pointing right up into the eyes of the wind.

The electrical wind pennant consists merely of an ordinary metal wind vane at the masthead set in gimbals, and a registering dial installed in any convenient place in the cockpit. Hidden away in the masthead fitting is a rheostat which, utilizing the Wheatstone bridge principal, causes the pointer on the indicating dial to follow the masthead vane, precisely. A 22½ volt B battery supplies the necessary current. For home or boathouse use it can be had with a dial showing the points of the compass. The price is $95.00.

RICHARDSON STEPS UP TO 36 FEET

OUR last pre-winter dash out to the West took us to the Richardson Boat Company's plant at North Tonawanda, N. Y. to see the first of the new 36 foot Super-Cruisabouts which this builder has recently announced. Three feet of additional length is no great jump from their largest previous boats but it is remarkable how much more apparent room it provides. Thirty-six feet also permits a couple of layouts new to the Richardson line and usually associated with boats considerably larger.

The most distinctive of the new layouts is a double-cabin arrangement. We had the pleasure of being aboard on one of the trial trips of the first of these boats to be completed. It took us several miles up the barge canal and back and we had plenty of opportunity to look into the various features of this new boat.

Excellent vision ahead

Outstanding among these we believe is the excellent range of vision obtainable from the deckhouse. While this may appear to be a minor point to some, the reason we have continued to hack away at it in these columns month after month is because we believe that it is very important. To anyone who has done much running or cruising on the older, pre-streamline cruisers with a high bridge or deckhouse and comparatively high vertical windshield, a trip on some of the recently developed boats is trying indeed. In keeping the deckhouse roofs and floors low and providing only a narrow slit of a windshield the helmsman's range of vision is considerably constricted. Then when the cabin trunk or raised deck is brought up to within an inch or two of the glass in the windshield, about all that can be seen through the narrow opening is the sky above and a little bit of water a hundred fee tor more ahead. Away out in the open, far from mooring buoys, lobster pots, and other boats, that is sufficient, but in waters with any semblance of congestion, we like to be able to see things close-up.

With the double cabin arrangement on the new Super-Cruisabout the deckhouse and controls are farther forward than they would otherwise be, the floor is high, and the forward cabin trunk comparatively low and well rounded forward. All of which makes this particular boat stack up just about 100% on the range of vision question.

Gray V-Drive Engines

Probably the most unusual feature of this boat from the builder's point of view is the engine installation. She has a pair of Grays with V-Drive which, of course, are installed under the after cockpit. As far as layout and accommodations are concerned the use of the V-Drive makes very little real difference in the boat. In order to clear the engine the floor of the after cockpit is a little higher than it ordinarily would be but the cockpit is still deep enough. In the deckhouse the floor level is just as high as it would be if the engine were in the more conventional location. The V-Drive gears are under the berth and the dresser in the after cabin and thus use up space usually devoted to large roomy drawers which is quite a penalty to have to pay even though an equal amount of space is probably gained in the luxuriously large stowage section under the deckhouse floor.

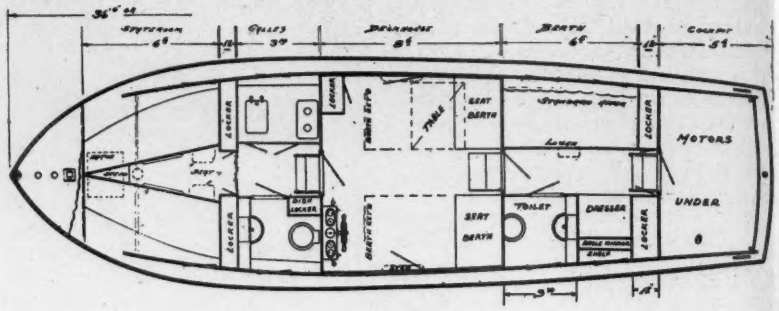
Theoretically one of the advantages of a V-Drive installation is that it gets the noise of the engines out from under the most frequented part of the boat. Frankly, the sound of the engines seemed to be just as noticeable in this boat as in any other, although much of this may have been due to the hum of the *new* V-Drive gears which should decrease considerably as they are worked in with use.

As far as layout is concerned, the double cabin arrangement plan provides more in the way of privacy than any other. The after cabin of this boat can be shut off completely and with the second toilet room and its own dresser mirror, locker, etc. and a double lower berth and single upper, it has as much as all the accommodations of many a small cruiser. Two toilet rooms on a 36 foot boat do take up a fairly large amount of the floor space but if the owner and his guests are interested in the greatest amount of privacy that is the way to get it.

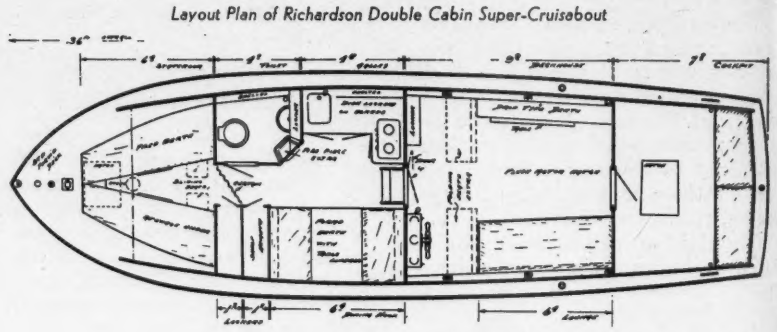
Hot water from engine

The particular feature of the galley which took our fancy was the water faucet marked "hot." Upon asking, how come, we found that Richardson has provided a means for piping some of the engine cooling water into the galley. They explained that they only did it on boats intended for fresh water use, but, since most of our early cruising was done on small boats without adequate water tanks we've washed many a dish over the side in salt water and even swiped a bucket of hot salt water from the end of the exhaust pipe, we can't see why it shouldn't be universally installed. Of course, your engine has to be running in order to have hot water but we'd be very glad to turn her over for a few minutes in order to speed up the dishwashing.

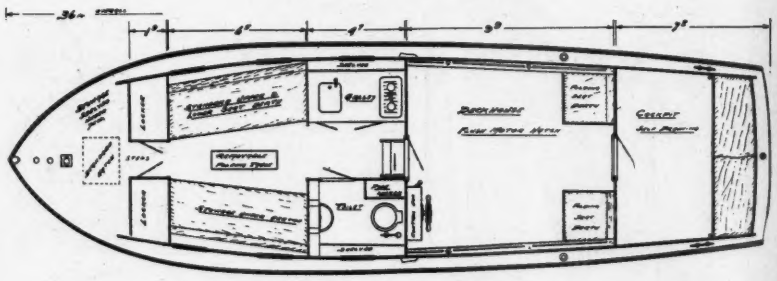
The second Super-Cruisabout layout, a Twin Cabin arrangement, is the one which took our particular fancy. It is based on a precept which we believe is thoroughly sound, namely: On any boat under 50 feet in length the whole party is thrown pretty much together all the time no matter how many bulkheads and doors are put into the boat and regardless of how she is cut up. Therefore, do away with as many partitions, bulkheads, etc. as possible, widen out the passageways and make the boat as open and roomy as possible. One big cabin always appears to have more room and 80 per cent of the time is more useful than if the same space is chopped up into two or three small units.



Layout Plan of Richardson Double Cabin Super-Cruisabout



The Twin Cabin Enclosed Deckhouse Model



The Conventional Single Cabin Layout

Fireplace in Twin Cabin Boat

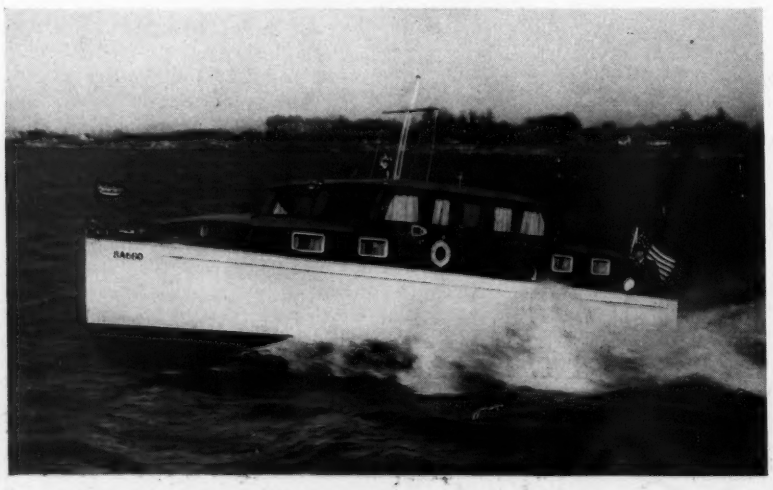
The Twin Cabin 36 footer sleeps four below decks and another two in the deckhouse, which is about all that can ever be handled on a boat of this size with any degree of comfort. Her biggest single feature is the large open section in the after end of the cabin. No attempt has been made to shut the galley off and there is a full three and a half foot width of floor space between the galley and the dining nook opposite. A fireplace in one corner of this space is not only very practical but also rounds out the attractive, homey character of the whole interior. Only a curtain separates the two forward berths from the main part of the cabin but that is enough for us. Locker and especially drawer space is somewhat limited with this layout but there doesn't seem to be any way out of it.

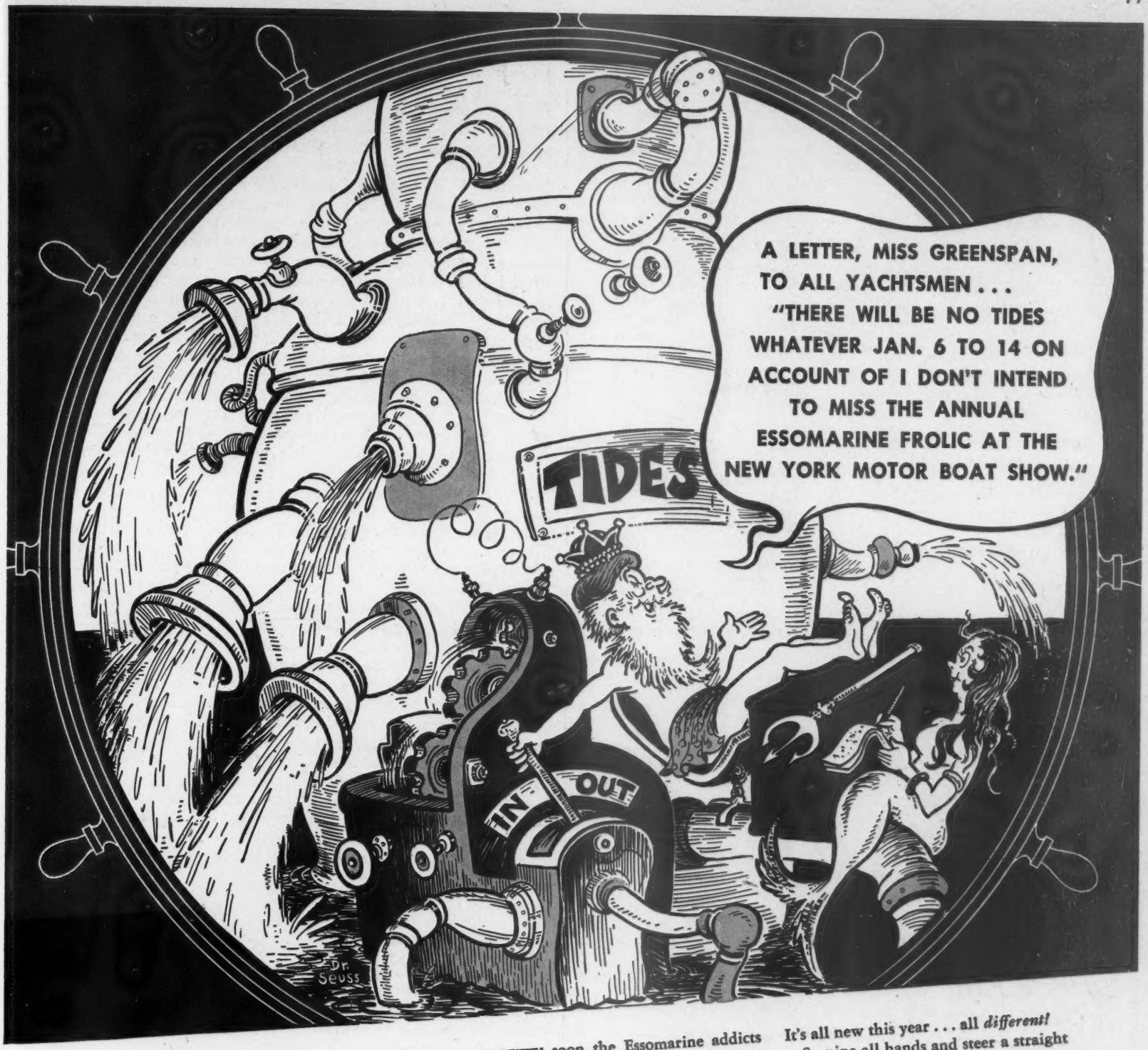
The third layout is a conventional upper and lower berth arrangement with folding seat berths in the deckhouse. We don't care much for those uppers and all the clothing and dunnage of a party of six. But, of course, overnight accommodations for four are all that is usually actually used on a boat of this size.

Twin engines are standard on all these new 36 footers. Gray Six-71's provide a speed of about 16 miles with pairs of other engines capable of pushing them up to 22 or more also available and practical.

The engines are mounted on rubber to cut down vibration and consequent noise and the under side of the deckhouse or cockpit floors over the engines is insulated against sound transmission with Celotex. The deckhouse top is also insulated with the same material which cuts down reverberation of engine noises as well as making the deckhouse cooler.

The First Double Cabin 36-footer on her Trial Trip in early November




A LETTER, MISS GREENSPAN, TO ALL YACHTSMEN . . . "THERE WILL BE NO TIDES WHATEVER JAN. 6 TO 14 ON ACCOUNT OF I DON'T INTEND TO MISS THE ANNUAL ESSOMARINE FROLIC AT THE NEW YORK MOTOR BOAT SHOW."
TIDES
IN
OUT
Dr. Seuss

See you at the big show, Skipper!

PRETTY soon the Essomarine addicts will be swarming into Grand Central Palace again . . . and, boy, what a treat is in store for 'em *this* year!

You've seen heroic pictures of Farragut cussing the torpedoes and Dewey at Manila, but you've never seen anything to match the fine art likenesses of famous Admirals, Ensigns and Midshipmen which will be shown to the cheering throng at the Essomarine Exhibit.

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So pipe all hands and steer a straight course for the Palace, lads. And don't forget, before you pull away, to pause at the Essomarine sign . . . and carry with you plenty of long-lasting, full-bodied Essomarine Lubricants . . . and powerful, thrifty fuel. Then you can open 'er up and run full throttle all the way . . . sure that your engine is safe . . . and that you'll arrive on time!

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NATIONAL MOTOR BOAT SHOW
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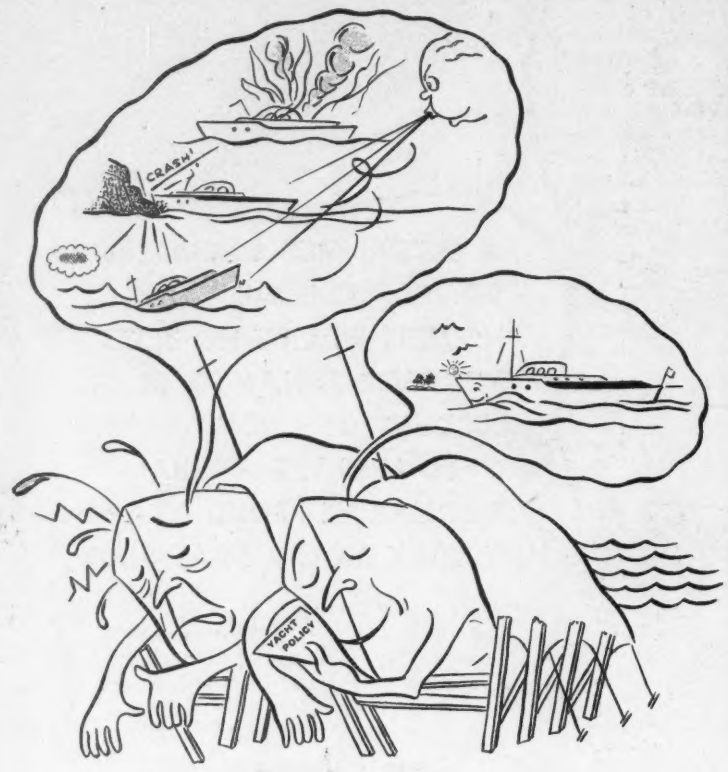
NEW ENGLAND SPORTSMEN'S AND MOTOR BOAT SHOW
MECHANICS HALL, BOSTON, MASS., FEB. 4-12, 1939

The Essomarine sign identifies marine dealers selling products of the following major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada).

Direct inquiries to ESSOMARINE, 26 BROADWAY, NEW YORK CITY



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BRITISH YACHTING NOTES

IN THE course of my wanderings around the coast during the past yachting season, from the East Coast to the Clyde, by way of the English Channel, I have had the luck to come across various interesting types of craft, both racing and cruising. Of these, perhaps the most outstanding were the new Thirty-Square-Metre boats — new, that is, to this country but already tried out and, I understand, discarded in Germany as being unsuited to local requirements. How they will fare in British waters remains to be seen but, on first season experiences, their owners appear to be completely satisfied, as they are said to be both good sea boats and "fast." One understands, more or less, what is meant by the term "good sea boat," but the question of speed is surely a relative one and a boat which is fast by one standard may be slow by another. In appearance, they are strange, in spite of the fact that one has become used to "inboard" rigs, and their wide-footed Genoa jibs give point to the contention that the whole of the area of the fore triangle should be included in the sail area.

Another particularly interesting type of vessel is the modern fast cruising ketch as exemplified by *Thendara*, designed by Alfred Mylne, which sailed so splendidly in the big handicap class during the Clyde Fortnight. *Thendara* is a fine, able vessel with really comfortable accommodations below, a grand sea boat, but with ample canvas to get her along in light weather, a feature which is sometimes not to be found in modern deep sea racing craft. Incidentally, that is one of the points which is disturbing the minds of those whose duty it is to safeguard the interests of that branch of the sport.

At the end of the racing season — that is to say, when the Burnham-on-Crouch Week was over — I found myself at a loose end on the East Coast with about a fortnight to spare before "going into winter quarters." During that fortnight, I became acquainted with one of the nicest little vessels that I have ever had the good fortune to meet. This was a little cruising yawl named *Rona*, designed and owned by an amateur designer, Walter Easton. *Rona* is one of the handiest yachts of her size that I have ever come across. She balances perfectly under full sail, under jib and mizzen, or under mainsail and staysail. She takes hardly any helm on any point of sailing or in varying strengths of wind. Sailing with or without her jib, or with or without her mizzen, seems to make little difference in the amount of helm she wants and this, I take it, must be largely due to a perfect balance of her fore and after bodies, in conformance with a theory to which Walter Easton drafts his designs.

While in West Mersea, I came across an old book: "Great Britain's Coasting Pilot; by Grenvile Collins; printed by Freeman Collins and sold by Richard Mount, Bookseller, at Posten on Tower Hill," date 1693. An introduction by the author may, I think, be of interest to yachtsmen.

"To My Fellow Mariners of Great Britain.
"Gentlemen:

"His Most Excellent Majesty King Charles the Second, who was a great lover of the Noble Art of Navigation, finding that there were no Sea-Charts or Maps of these Kingdoms but what were Dutch, and Copies from them, and then very erroneous, his Majesty, out of his great Zeal for the better Improvement of Navigation, was pleas'd in the year 1681, to give me the Command of a Yatch for the making this Survey; in which service I spent Seven Years time.

"The Intent of this Survey is only to give Directions to Mariners to Sail alongst the Coast of Great Britain, and how to carry a Ship into any Harbour, River, Port, Road, Bay, or Creek with safety, and how to avoid all Dangers known.

"It sometimes happens, and that too frequently, that when Ships which have made long and dangerous Voyages, and are come home richly Laden, have been shipwrecked on their Native Coast, whereby both Merchants, Owners and Mariners have been impoverish't. All our Neighbours will acknowledge that no Nation abounds more with Skilful and experienced Seamen than our own, none meeting a Danger with more Courage or Bravery; none taking more Care, or use more Circumspection to prevent it: But we cannot expect that the Master and Mates of every Ship should be acquainted with all the Coasts and Harbours of Great Britain, into which they may be accidentally obliged to Enter. Sometimes it happens that in long Voyages the Master and the most knowing Men die, and the Ship is brought into sight of Land by those who have skill enough to conduct the Ship at Sea, but who are wholly unacquainted with Coasts and Harbours or having but little Knowledge, dare not trust to it; in such Cases and to such Persons, this Survey will serve in room of a Pilot.

"As many Ships are lost by Ignorance and Negligence, as by stress of Weather, so a Master of a Ship hath a very great Charge, and ought to be a sober Man as well as a skilful Mariner. All help of Art, Care and Circumspection are to be used by him, that the Lives of Mariners (the most useful of their Majesties Subjects at this Juncture) and the Fortunes of honest Merchants under his Care, may be preserved. To supply the Defects of which, I have been Employed by their Majesties Predecessors, and Encour-

THESE WEST COAST HUNTER BOATS ARE KERMATH POWERED

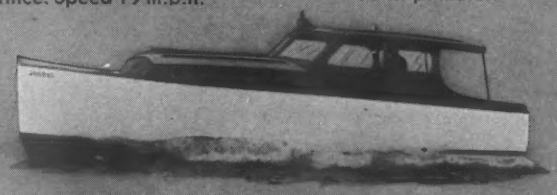
The Hunter 38 footer sleeps seven, is powered with twin Kermath Sea-Prince "sixes" for speeds of 16 m. p. h.

The 32 ft. twin screw, twin cabin Hunter Cruiser has two Kermath 85 h. p. "sixes" for driving speeds of 21 m. p. h.

The Hunter "27" is a low priced utility boat having speeds up to 13 m. p. h. with a Kermath 40 h. p. engine.

The Hunter 29 ft. Sedan Cruiser sleeps 4, is powered with a Kermath Sea-Prince. Speed 19 m.p.h.

The Hunter "30" is a popular model that sleeps 4, has a 14 mile speed with Kermath Sea-Prince 90 h. p. motor.



Built by

HUNTER BOAT CO.

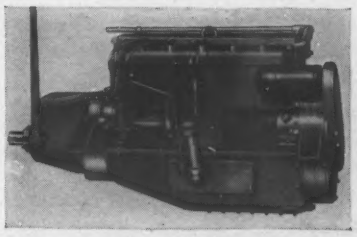
SUISUN, CALIFORNIA

THOSE WHO KNOW MARINE ENGINES BEST... APPRECIATE *KERMATH* MOST

The Hunter Boat Company, strategically located on San Francisco Bay, is one of America's large builders of cabin cruisers. Here's an old firm of boat builders long noted for their ability to produce staunch, fast, seaworthy craft at remarkably low prices. More, they have in their 1939 fleet of smartly designed boats a new series that offers extensive selection coupled with smartly appointed, comfortable interiors that fairly bristle with shipshape utility and luxurious living.

● These famous West Coast boat builders, in pursuing a policy of providing still greater values for the yachtsman's boating dollar, again have adopted Kermath Marine Engines as standard power in the Hunter Fleet for 1939. The Hunter organization have long since found in Kermath a reliable source of marine power that consistently measures up to their own strict specifications for dependability and performance, yet matches every demand for top values.

Naturally, results count! That's why Kermath has invariably been the choice of boat builders who produce a quality product and back it up with fine, trustworthy, dependable marine power. As each year passes, it becomes increasingly evident that those who know marine engines best appreciate Kermath most.



The Sea-Prince is a 70 horsepower medium and 90 horsepower high speed motor that is widely used for single and twin screw cruiser power.

Why not write now for Kermath's 60-page marine engine manual? It's well worth having and will be sent to you free on request.

THE KERMATH MANUFACTURING COMPANY
5893 Commonwealth Ave., Detroit, Michigan

8 TO 450 HORSEPOWER — KERMATH — GASOLINE AND DIESEL

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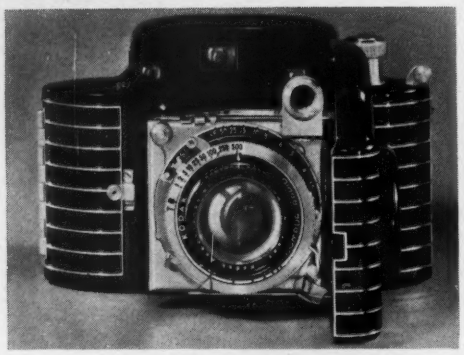
NEW PRECISION MINIATURE (*left*) . . . An outstanding group of cameras, priced impressively low. Fast lenses —fully corrected for color. Accurate shutters. For critical results in black-and-white, or full-color Kodachrome. Kodak 35, with Kodak Anastigmat Special *f*.3.5 lens and 1/200 Kodamatic shutter, $39.50; *f*.4.5 lens and 1/150 Diomatic shutter, $29.50; *f*.5.6 lens and 1/100 Kodex shutter, $18.50.

KODAK 35 (f.3.5), $39.50

THE CAMERA THAT NEVER SAYS "NO" (*right*) . . . Lens, Kodak Anastigmat EKTAR *f*.2.0. 1/500-second Compur-Rapid shutter. Built-in range finder of the split-field military type. Loads with wide range of Kodak Film, including Kodachrome for full color. New low price ($87.50) includes field case. Other members of the Bantam family are Kodak Bantam *f*.4.5, $27.50, and Kodak Bantam *f*.5.6, $16.50.

KODAK BANTAM SPECIAL, $87.50



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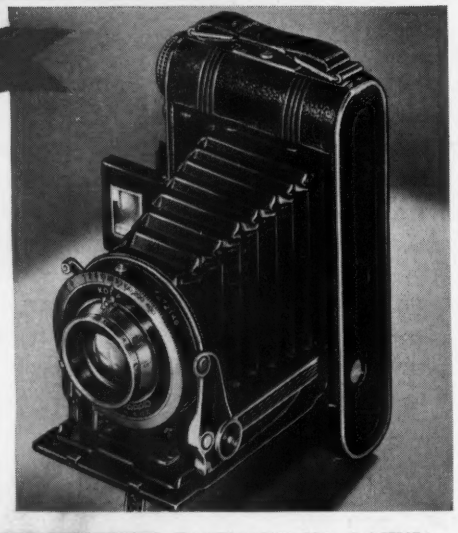
Here are Eastman's Finest...



FOR ALBUM-SIZE CONTACT PRINTS (*right*) . . Has such advanced refinements as folding optical finder; body shutter release; built-in self timer; leather-covered aluminum case. Takes 2¼x 3¼-inch pictures (8 on a roll). Two models, both fitted with fast, finely corrected Kodak Anastigmat Special *f*.4.5 lens. Price, with 1/400 Compur-Rapid shutter, $42.50; 1/200 Kodamatic shutter, $35.50.

KODAK SPECIAL SIX-20, $42.50

EASTMAN'S NO. 1 MINIATURE (*left*) . . . Lens, Anastigmat *f*.2.0 or *f*.2.8; shutter, 1/500 Compur-Rapid. Loads with wide range of Kodak Film, including Kodachrome for full color. Kodak Retina II, *f*.2.0, $140; with *f*.2.8 lens, $115. Prices include field case. Kodak Retina I, the original Retina, with Kodak Anastigmat EKTAR *f*.3.5 lens, is $48.50. At your dealer's. . . Eastman Kodak Company, Rochester, N. Y.

KODAK RETINA II (f.2.0), $140

Only EASTMAN makes the KODAK

aged by Ingenious and Noble Benefactors; and I have hitherto made it my Business to make those true Figures of our Coasts and Harbours so to serve my country, I shall not be wanting to give them such Additions and Amendments as I shall find hereafter needful: Wishing you always happy and successful Voyages, and safe Returns, with Prosperity to the Nation and its Forces by Sea and Land, that as we have been hitherto, so we ever be at home Soverigns of the Seas, and Umpires of the Differences betwixt our Neighbours abroad, which is every good man's Wish, so it is the constant hearty Prayer of

GRENVILE COLLINS."

So far as I can find out, this letter of Captain Collins, written over 240 years ago, in the reign of William and Mary, has never been republished.

M. HECKSTALL-SMITH

Gray "225" Not Reduced in Price

IN THE story of the Gold Cup races at Detroit, written by Everett Morris for the October issue of YACHTING, a statement was made concerning the price of the Gray "225" engine in the *Kay Jay*, winner in Division II, 225-cubic-inch class, which was misleading and which should be corrected.

In describing *Kay Jay's* performance in a class where the cost of engines was limited, our correspondent said that the Gray Motor Company had reduced the price on its regular 225-cubic-inch racing motor to $395 and that the owner of *Kay Jay* had put one in his boat, thereby winning handily.

The facts as stated above are true except that the motor in question was not a "regular" 225-cubic-inch racing engine, that it was not sold as such and that the Gray Company has not reduced its price on its "225" regular racing engine.

This is evident from Gray's letter to Mr. R. Thornton, Executive Secretary of the National Inboard Association, dated July 28, 1938, and from a later telegram, dated August 9th, to the same person. We print the letter and telegram in full.

July 28, 1938

The National Inboard Association
Cincinnati, Ohio

Attention — Mr. R. Thornton

The original retail price of the Gray Racing Fireball, either 225 cu. in. or 244 cu. in., eligible for Division I of the 225 Class in the 225 cu. in. size has always been $650. No change has been made nor is any change contemplated in this retail price.

That, of course, includes reverse gear and we guarantee not less than 175 h.p.

We have not contemplated an engine eligible for Division II until your letter came in, but as a result of several days thinking about the situation we want to present the following information to you.

We have a total of six cylinder blocks, 225 cu. in. displacement which are not quite as powerful as the latest Division I Engine, but which could easily be made to develop between 160 and 165 b.h.p. at about 4600 r.p.m.

We can use these engines very nicely in our regular production of cataloged engines, not for racing purposes, but the thought occurred to us that some of the Division II drivers might want to use them and that they might be built up without reverse gear and sold on the basis of 160 h.p. for $390 each.

We would not supply instrument panels at this price or reverse gears or couplings.

We have not made any quotations on this basis nor will we make any quotations until you advise whether it will be the interest of your association to do so. I believe you can readily recognize that we are not doing this on the basis of any profit or any volume of business and that we have another outlet for the engine in case this doesn't fit your program.

I will be glad to have any discussion of the matter that you care to undertake and to furnish any additional details about the engine that you might want to have.

GRAY MARINE MOTOR CO.

August 9, 1938

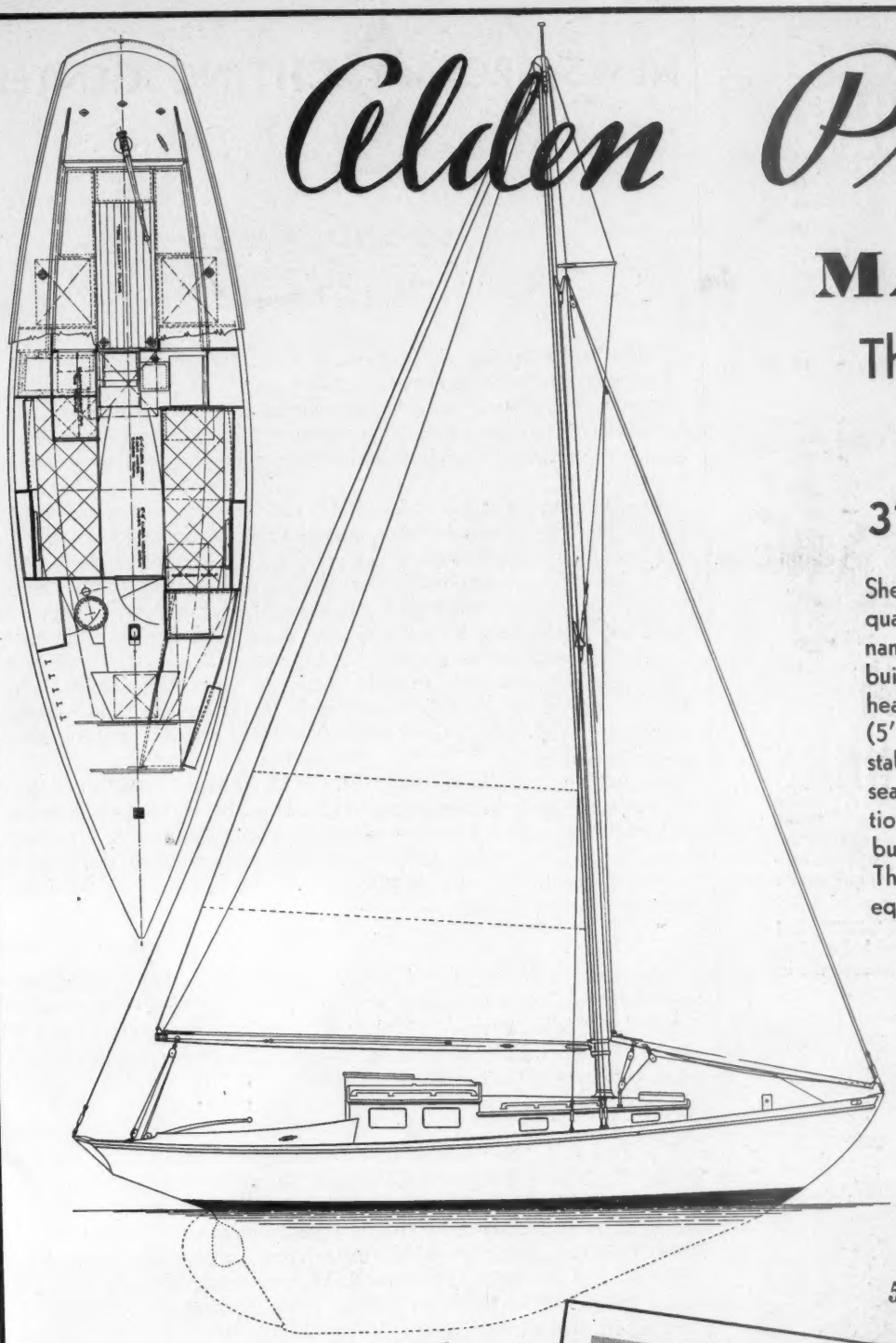
R. Thornton
Cincinnati, Ohio

We have in stock six engines as described in my letter to you which we will sell as per that letter and your wire. These are offered to Division two drivers or owners at 390 net f.o.b. Detroit.

GRAY MARINE MOTOR

Inasmuch as there is a strict price limitation on engines in both divisions of the "225" racing class, it is important that any misunderstanding in connection with this matter be cleared up. We are, therefore, glad to print the above correspondence.

THE EDITORS



Alden Presents

MALABAR JR.

The Quality Boat in the Low Price Range

31′ 4″ x 22′ 1″ x 8′ 6″ x 4′ 8″

She's the buy for '39 — this new boat with all the quality and character associated with her famous name. The most comfortable small auxiliary ever built — with modern deckhouse and full 6′ 4″ headroom in galley and after half of main cabin. (5′ 9″ headroom forward of deckhouse.) Speed, stability, balance, and a minimum of motion in a seaway are assured by refined lines, correct distribution of weights, and carefully calculated centers of buoyancy, lateral plane, and center of effort of sails. Three berths (a fourth may be installed). Highest grade equipment. Quality built throughout.. **$3450**

Write or call for circular

JOHN G. ALDEN

131 State St., Boston

Branch Office

545 Fifth Avenue, New York City

Alden

Coastwise Cruiser

36′ 5″ x 26′ x 9′ 9″ x 5′ 3″

$5900

The quality boat in the middle price range. Many enthusiastic owners testify to her comfort and ability. So popular in '38 that we are continuing her virtually unchanged for '39. Call or write for circular.

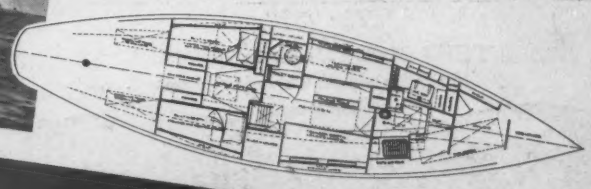
Alden

OFF SOUNDINGS

42′ 2″ x 29′ 3″ x 10′ 6″ x 5′ 10″

Yawl $7500 **Cutter $7350**

By far the largest selling auxiliary in its price class. Privacy and roominess for four in owner's party plus a paid hand. Identical with the successful 1938 model except for minor improvements and refinements. *Call or write for circular.*



The "50"

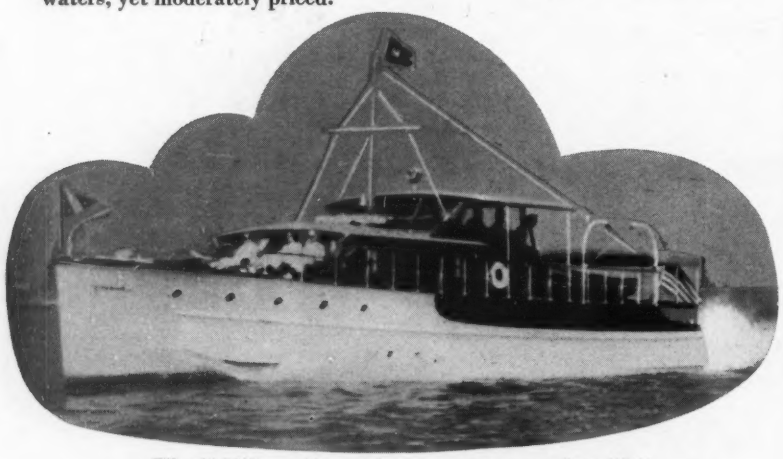
for 1939

AMERICA'S SMARTEST DIESEL CRUISERS

The steady growth of Grebe prestige and popularity among yachtsmen "who know" is easily understandable. It is the natural result of superior construction, smart appearance and modern design, inside and out, embodying many unusual features ordinarily found only in much larger and costlier motor yachts.

Rightly called America's smartest Diesel cruisers, the "50", "57", and "62" here shown have luxuriously equipped, modernistic paneled cabins, completely insulated. Other features include tiled galley and built-in shower baths, teak decks and chrome trim.

Grebe cruisers are very smooth running and excellent sea boats for any waters, yet moderately priced.



The "62" — Luxurious, roomy, comfortable

The "57"

OTHER MODELS 40 to 100 FEET

Write for complete specifications

HENRY C. GREBE & CO., Inc.
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NEWS FROM YACHTING CENTERS

SOUND WAVES

By Lee Scuppers

THE Yacht Racing Association of Long Island Sound, through its executive committee, is working out a plan to simplify and standardize the procedure of running yacht races so that even the more expert and experienced of our skippers will have no excuse for misinterpreting or ignoring signals of various shapes, hues and sounds emanating from the committee boat.

Last summer was a record-breaker in the number of occasions when racing men sailed improper courses, turned wrong marks and otherwise gave evidence of the fact that they had not given much thought to the matter. The climactic crescendo in this silly sailing symphony was scored when the entire International One-Design Class went romping around a dory flying the Seawanhaka burgee when Stamford was conducting the regatta.

My scuttlebutt scout reports that the new Y.R.A. system will be well nigh foolproof. It will eliminate the necessity for cerebration by the contestants and thus obviate the possibility of their confusing signals intended to notify all hands of postponements, shortened and reversed courses and the time of day.

Along these same lines, Clinton H. Crane, reëlected president of the association, suggests the adoption by Y.R.A. member clubs of a uniform type of turning mark. The executive committee recommends, in the first place, a boat that will float; after that a 12-foot red and yellow striped mast surmounted by a 12-inch chrome-plated dome and flying a 6 by 9 burgee of the club running the race.

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Those who will struggle with Mr. Crane to make Long Island Sound yachting utopian next season are: Robert N. Bavier, vice president; Cornelius Shields, treasurer; Walter H. Wheeler, Jr., secretary; and William L. Crow, H. R. Kunhardt, Jr., Van S. Merle-Smith and Egbert Moxham, members of the executive committee.

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The Junior Y.R.A. will take under consideration this winter a proposal by Joe Watkins, of Pequot, that it conduct hereafter a championship series for crews of girls of less than 18 years of age. Joe believes that such an event will provide an incentive for the younger feminine sailors and at the same stroke build up a field from which future Syce Cup material can be drawn.

Henry Hill Anderson, of Seawanhaka, was reëlected chairman of the junior group. All of the other officers were likewise carried over: A. E. Luders, Jr., recording secretary; Robert W. Carrick, corresponding secretary; Jesse A. B. Smith, treasurer, and Ernest Stavey, assistant secretary.

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Bob Moore has sold his cruising Ten-Metre *Lilu* and will build this winter, from Sparkman & Stephens designs, a 32-foot water line yawl drawn to the Cruising Club of America measurement rule. The new "green one" will be built at Abrams' yard in Huntington where Bob can drop in now and then to watch her take shape.

\+ + +

Seems as if there isn't going to be much international racing in these parts next summer, what with a Scottish challenger having won the Seawanhaka Cup and the Scandinavian Gold Cup going back to the Baltic, despite the fact that *Goose* won it for America for the third straight year. Seawanhaka offered to defend the Gold Cup abroad and the Scandinavian Y.R.U. immediately cabled an enthusiastic acceptance, designating Finland to arrange the race.

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"Sixes" aren't the only boats going abroad next summer for a spot of European racing. *Northern Light*, which young Lee Loomis sailed to the Y.R.A. championship in the Twelve-Metre Class last season, is going to England and so is a new boat to be built from Sparkman & Stephens designs for Harold S. Vanderbilt. The present plan is for them to follow the English circuit in June and July, much as *Yankee* did when Gerard B. Lambert pitted her against the British "J" boats a few years ago, and then return in time for the New York Yacht Club Cruise.

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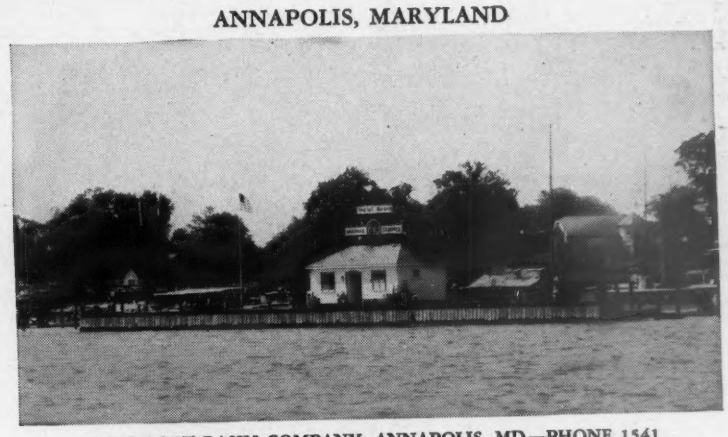

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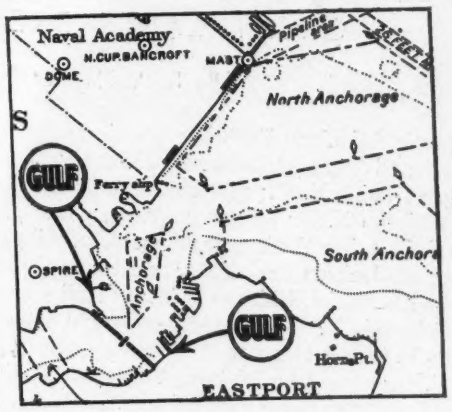

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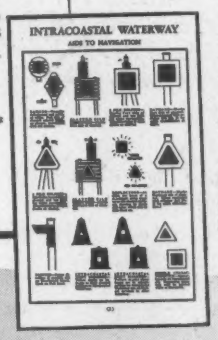

LEFT—Interesting to first-time users of the Intracoastal Waterways are full-color reproductions of the special buoys and markers.

BELOW—The motor yacht "Onawa," plus the Gulf field organization, was used in collecting and checking the data contained in "Harbors of the South."

SPECIMEN PAGE from "Harbors of the South" . . . ¾ actual size. Note completeness of information.

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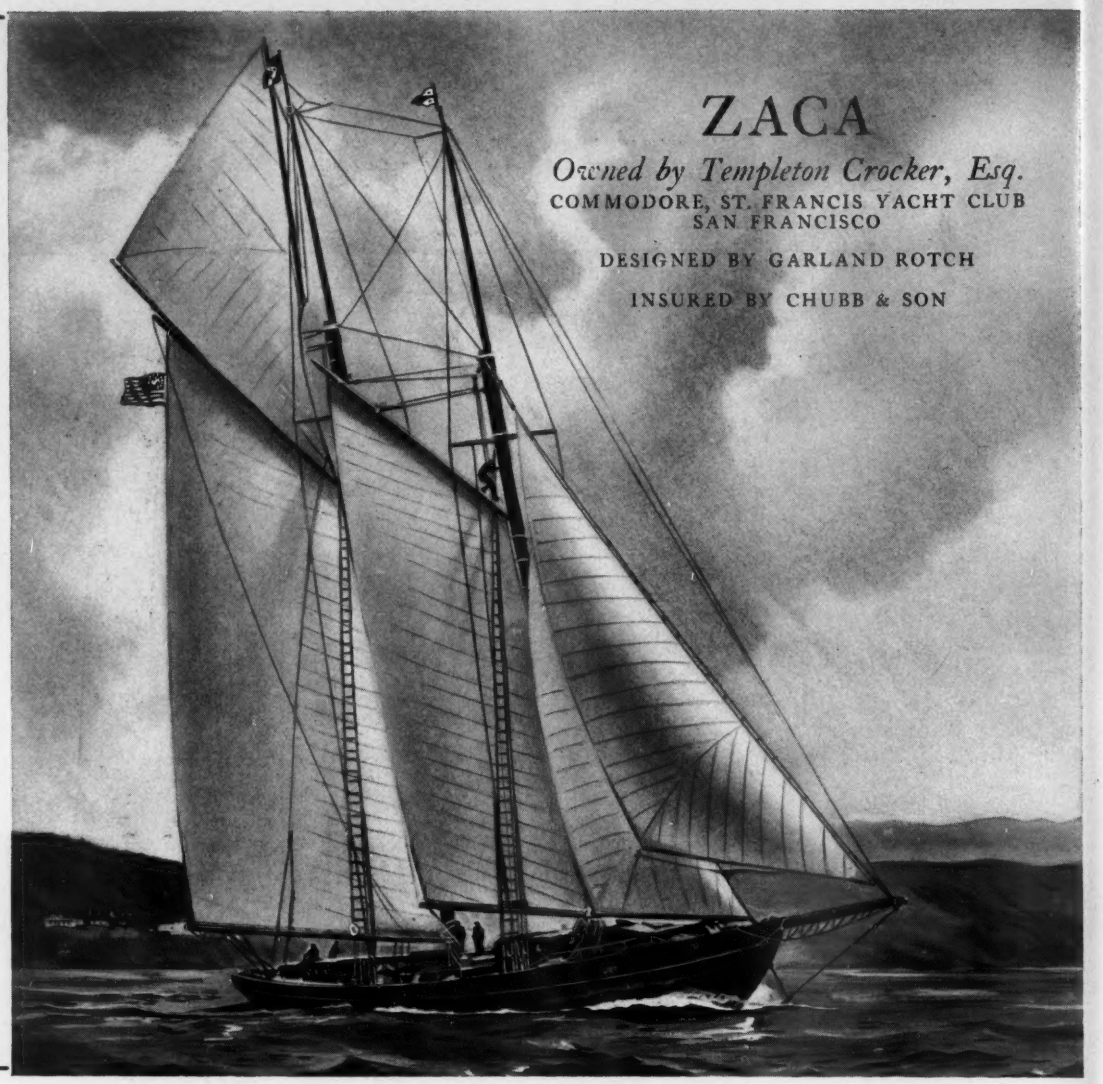

The presence of these yachts abroad is expected to stir up, at long last, a challenge for the world championship Twelve-Metre trophy which the North American Y.R.U. has been trying to get into competition, lo, these many years.

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The Cruising Club is going in for education. In mid-November, Philip L. Rhodes lectured to the C.C.A. at the Williams Club on the basic principles of yacht design. That was the first of a series of educational adventures. There will be a model tank test demonstration by Professor Kenneth Davidson at Stevens Institute on December 15th, an exposition of sail making by Ernest Ratsey at his City Island loft on February 10th, and another on yacht construction by Henry Nevins at his City Island plant on March 24th.

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Rope Yarns. . . . The Stars have gone beyond the 1700 mark. Among those who will be out with high numbers next year are Adrian Iselin (*1702*); Eddie Fink (*1700*) and Bill Picken (*1704*), from Great South Bay, and Whitney Steuck (*1703*) who used to sail old *No. 3* out of Duck Island. . . . The new Vanderbilt "Twelve" will have a duralumin mast on the theory that such spars are stronger than wooden sticks of corresponding weight and dimensions. . . . Jack Dickerson, Larchmont's race committee chairman, was the first "loon" of the 1938–39 Frostbiting season. Jittery Jack, the maritime man, got his ducking in the first race of the autumn at Indian Harbor. . . . R. A. Braithwaite, of Larchmont, has sold his cruiser *Helen II* to an army officer and bought *Chawnee*, a 38-foot Matthews, from Bradley Smith, of Boston. . . . Frederic M. Gardiner has a couple of new yachting books on the fire. . . . If the Fahnestocks don't hurry up and get started on their next South Seas cruise they may not have a boat to go in. Every time the wind blows over 25 miles an hour, *Director II* drags up onto the beach in Manhasset Bay. . . . Howard G. Seymour has sold his Interclub sloop *Bounty* to a Lake George yachtsman and purchased the Atlantic knockabout *Orizaba* from Dr. D. C. Patterson, of Black Rock. . . . Incidentally, the once flourishing fleet of Atlantics at Black Rock is now virtually non-existent, and activity at that hospitable little club is at the nadir. . . . F. Trubee Davison, who used to have the schooner *Water Gypsy*, has bought the 72-foot over all yawl *Ptarmigan* from Thomas Dabney, of Boston, and will cruise in the West Indies this winter.

GREAT LAKES BREEZES

By R. A. Haynie

THE Lake Michigan Yachting Association held its annual meeting last month and elected the following officers: Commodore, Joseph A. Moller, Northport Point Y. C.; vice commodore, sail yacht squadron, John T. Snite, Chicago Y. C.; vice commodore, power yacht squadron, Oscar R. Haase, Milwaukee Y. C.; rear commodore, sail yacht squadron, Theodore M. Dunlap, Jackson Park Y. C.; rear commodore, power yacht squadron, Raymond L. Greist, Chicago Y. C.; general secretary, David C. Zimmerman, Columbia Y. C.; secretary, sail yacht squadron, Robert A. Haynie, Chicago Y. C.; secretary, power yacht squadron, F. E. Kilbourne, Jackson Park Y. C.; treasurer, Walter C. Crampton, Chicago Y. C. Directors: Henry B. Babson, Northport Point Y. C.; W. G. D. Orr, Columbia Y. C.; James Barr, Milwaukee Y. C.; Herman Karnstedt, South Shore Y. C.; C. J. Peterson, Chicago Y. C.; A. J. Caliendo, Diversey Y. C.; E. R. Gascoigne, St. Joseph River Y. C.; David Root, Michigan City Y. C.

Most of the business was of a routine character but it was decided that the association would conduct, this winter, a course of instruction in navigation instead of the series of lectures that were given last winter. This course will be practical and will be limited to the navigational requirements for cruising on the Lakes. Hence, it will not include celestial navigation.

It is planned to give this course in Milwaukee and Michigan City, in addition to Chicago. And, for the benefit of members residing in other sections, it is probable that a correspondence course will be given, if desired.

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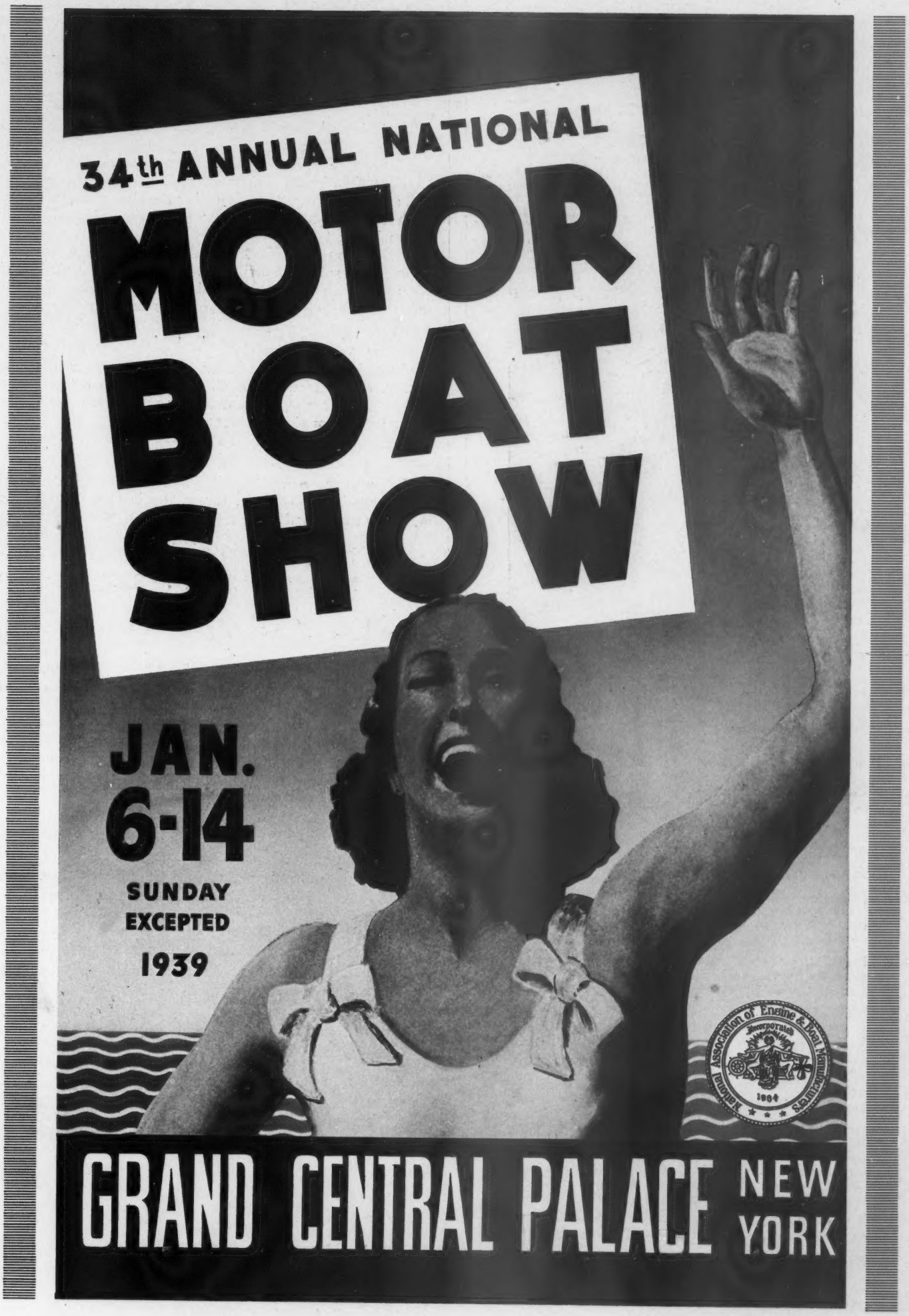
The Gladstone (Michigan) Y. C. and the Great Lakes Y. C., located at the Great Lakes Naval Training Station, have applied for membership in the L. M. Y. A. And the long talked of revival of the Lake Macatawa Y. C. is finally being developed. Quite a number of Grand Rapids yachtsmen moor their yachts in Lake Macatawa, which, with the yachts owned by others of that section, make quite a fleet. The 22-Square-Metre yachts furnish the class racing, there being six of these at present and prospects of three more for next season. Irving M. Orr, of Grand Rapids, brought in a new one from Sweden this summer. He claims he bought her for his son but, as we remember the good old days when Irv raced his famous raceabout *Vandal*, we wonder if he didn't really buy her for himself.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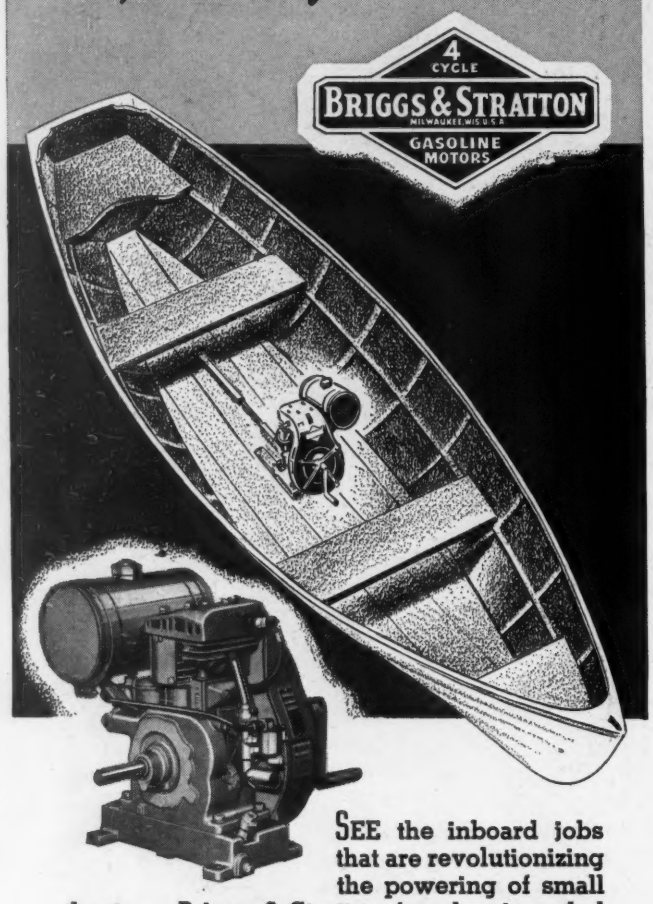

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There seems to be a general feeling among the owners of cruising yachts that limitation of the size of spinnakers and headsails is much desired, so the Measurement Rules Committee is proceeding to digest the various ideas to produce a practical sail area rule which will not place the premium on the large and lofty sails which now seems to exist. Whether or not such a rule can be developed for use next season remains to be seen, as any change, to be effective next year, must be announced not later than December 15th of this year.

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The Universal Class Q yacht *Hornet* has been purchased by Dr. Hollis E. Potter, of the Chicago Y. C., from Arthur V. Bunnell, through the office of Cox & Stevens. With this yacht added to the crack "Q" fleet at Milwaukee, the class will offer the keenest competition in the various distance races as well as the open regattas. Altogether the class now numbers nine yachts. With four Eight-Metres and two "Tens," the Universal Division will have real racing next year.

The Jackson Park Y. C. reëlected Carl Kallgren, owner of *Princess*, commodore for 1939; Manning W. Hodgdon, owner of *Sally*, vice commodore; and Frank Busch, owner of the power yacht *Marjac*, rear commodore. It is something when a yacht club reëlects a commodore.

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The Chicago Y. C. elected Karl Nibecker, owner of the power yacht *Reality*, commodore; Victor C. Mulliken, who recently purchased the Eight-Metre *Warrior*, vice commodore; and James S. Kemper, owner of the power yacht *Geromi*, rear commodore.

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The South Shore Y. C., of Milwaukee, held its annual dinner in the clubhouse, at which the L. M. Y. A. regatta prizes were presented and also the prizes for the several other races conducted by the club.

NARRAGANSETT BAY GOSSIP

By Jeff Davis

JUST to give the members of the piazza fleets whose most comforting wail for years past has deplored the failing interest in yachting in Narragansett Bay something to chew on, it may be said that in the 15 open races that counted for the Narragansett Bay Yachting Association championships, there were 1403 starts. Then, to rub it in a little more, in other club-sponsored races that didn't count in the championship series, there were an even 50 more. How many more racing starts would have to be added if the starts of the one-design-classes in their own series were included is too much of a guess, and life is too short to attempt to figure it up.

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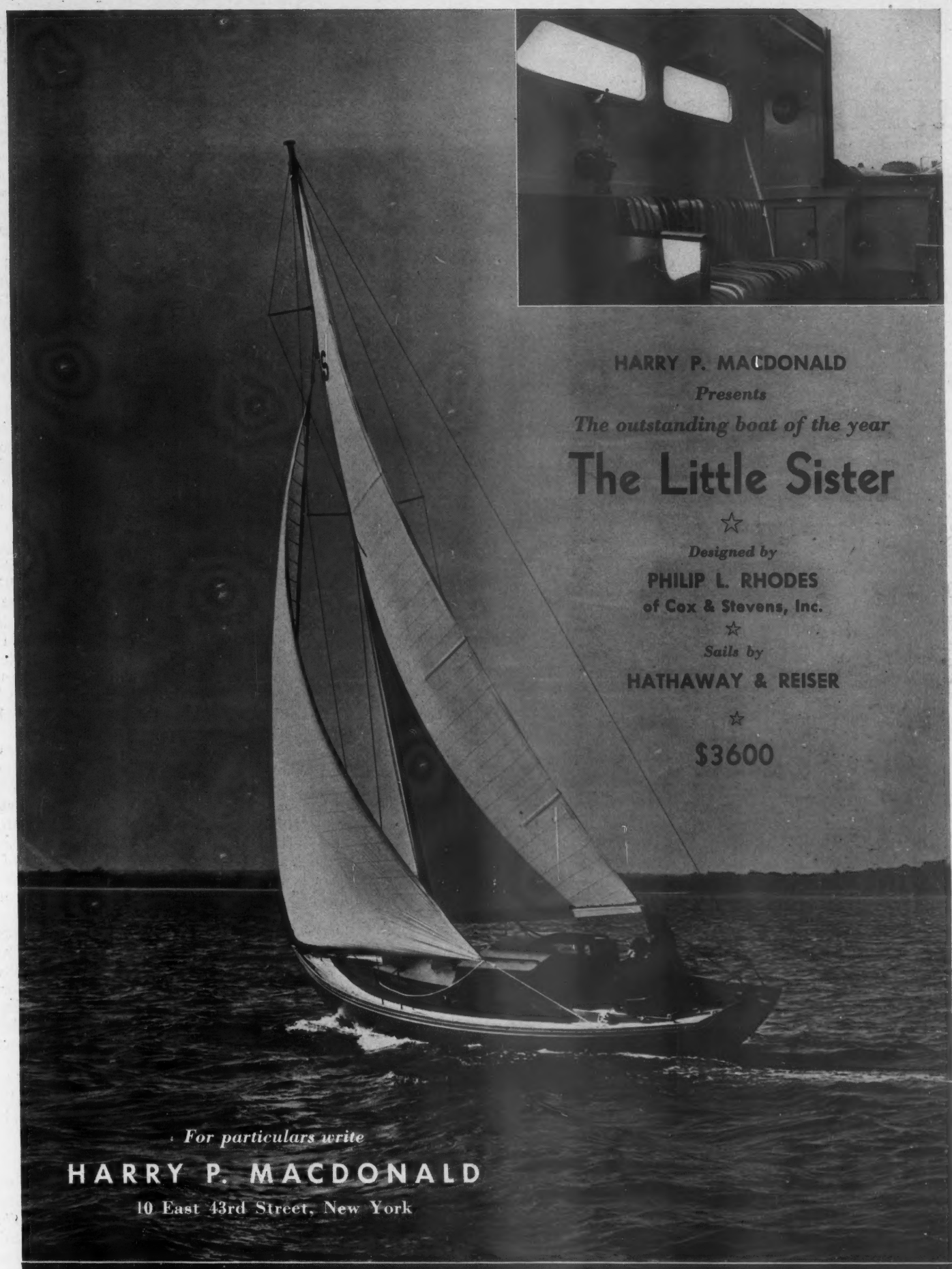
But about those Association championships. They are based on the results of the 15 races sponsored by Narragansett Bay yacht clubs and the association in which the classes sailed, figured on the percentage of points won to the total possible. To qualify, the boat must have sailed in 60 per cent of the races of her class. Association championships were awarded as follows:

Cruising Class, Henry Benson's cutter *Gannet*.
Allowance Class A, Horace Binney's sloop *Ariel II*.
Allowance Class B, Robert and Gilbert Gelineau's sloop *Buccaneer*.
Allowance Class C, Jack Tiplady's sloop *Tip V*.
Allowance Class W, Stewart Roberts' Winabout *Beachcomber*.
Stars, Gordon and Preston Colwell's *Hope*.
Triangles, Margaret Levy's *Metik*.
S Class, Frederica Ripley's *Dilemma*.
Herreshoff 15's, Ted Thomas' *Adios*.
Bullseyes, Jean McColl's *Hopalong*.
Marlins, John Shepard, 2nd's, *Pussy*.
Pilots, John Crozer's *Burlesque*.
Nimblets, Malcolm Ripley's *Lone Eagle* and Peter Reed's *Land Boy* tied. Tie broken in favor of *Lone Eagle*.
Beetle Catboats, Bubsy Gladding's *Skipjack*.
Snipes, Clifton and Clifford Gustafson's *Puffin*.
Dories, William H. Norton's *Squall*.

At least two of the awards are posthumous, as *Gannet* was battered to pieces in the hurricane of September 21st, and *Tip V* shared the same fate when the wave, after carrying her two miles, smashed her down on a railroad track about a quarter of a mile inland.



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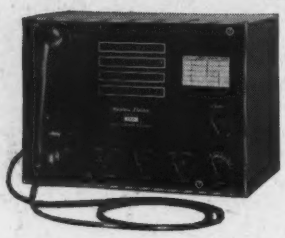

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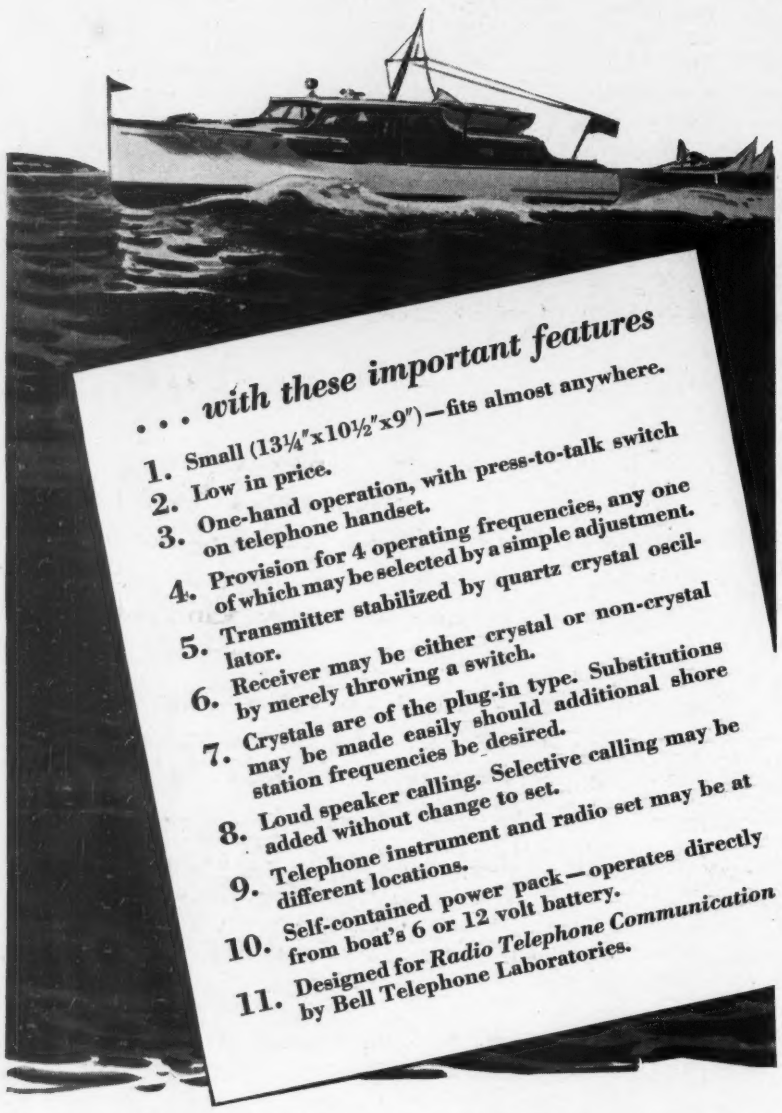
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Most of the yacht clubs left homeless by the hurricane are in more or less of a quandary, stumped not only by the problem of where to get the money to rebuild but also what to build and where to build it. While all the clubs owned their houses, some of them didn't own the sites.

The Rhode Island Yacht Club situation is peculiar. The clubhouse that was washed away had stood for 50 years on a rock in Stillhouse Cove at Pawtuxet. The rock belongs to the State and the club has paid $50 a year for it. There has been no lease and no guarantee of any definite tenure, and there's considerable hesitation about building a new house on a location that might be ordered vacated as soon as it was built. Then, again, as there is nothing left of the old building except some badly damaged foundation, there's nothing to repair, and to erect a new building will require a building permit from the City of Cranston.

The Washington Park Yacht Club is up against a good deal the same obstacles as the Rhode Island. The City of Providence has started on an extension of the municipal pier to the southward and there is talk of making a big fill about where the club anchorage is. And they're up against the building permit problem.

The Saunderstown Yacht Club is trying to make a deal with the Saunderstown Hotel Company to buy the piece of shore where the clubhouse was built and the land in the rear of it occupied by the tennis courts.

The Watch Hill Yacht Club officers are circularizing the membership to find out what sort of a house they want and how far they will go in providing the wherewithal to build it. The Bristol Yacht Club seems to be waiting until time for a regular meeting before making plans to rebuild.

The Edgewood Yacht Club has gone ahead with repairs and by the time this gets into print the work will be complete. The $5000 needed is being raised by loans from members.

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George F. Sawyer has bought the 54-foot Elco cruiser *Spindrift* to replace the 50-foot *Bidgee* which was damaged in the big blow. *Bidgee* was sold to Bill Dyer who is rebuilding her at the Anchorage yard, at Warren. He will use her himself next season. Bill's famous Dutch hoogarts *Filalou* was a total loss. Dyer also bought the Elco "50" *June* from Howard Easton. *June* has been hauled out at the Warren plant and gutted. There was a hole in her starboard side big enough to take the engines through when they stripped her, and it was only one of many. Dyer has what's left of the hull hauled up on the north side of the yard and will leave her there to act as a snow fence until spring when she will be junked.

The report is that James A. Tillinghast has bought the Class P sloop *Psyche* from Charles Warren Lippitt. *Psyche* has been out of commission for several years past, stored at Williams and Manchester's, at Newport, but has been launched and towed up to Sam Wardwell's yard at Bristol. She is one of the few "P" boats left. Designed by William Gardner and built by Wood and McClure at City Island in 1914, she was originally the *Valiant*, then *Ellen* and, at the time Lippitt bought her, *Hayseed V*.

Roy Gardner has bought the 54-foot a.c.f. cruiser *Maicaway* from William G. Brown, of Gloucester, and has had the boat brought around to Herreshoff's.

Albert Nichols has sold his 31-foot Chris-Craft *Trebla* to ex-Commodore Douglass H. Paton of the Edgewood Y. C., and has ordered, through the Anchorage, a double cabin, twin screw, 34-foot boat of the same make. Commodore Paton is having his 43-foot Elco *Olympic* repaired for his own use next season. When asked why he wanted another boat, he said he didn't. He saw a chance to buy *Trebla* and took advantage of it because, if any Edgewood flag officer who had lost his boat wanted to buy one in the spring, he could have *Trebla* for what he had paid for her.

Ed Polak has sold his 30-Square-Metre *Pintail* to Prof. Leighton Bohl, of Brown University, one of *Pintail's* racing crew, and has bought the Eight-Metre *Ellen* from Charles P. Curtis, of Boston. Polak will change her name to *Pintail*.

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There's a possibility of at least one more Eight-Metre being bought into the Bay. Mark Hough, whose cutter *Awashonks* was rated by the insurance company, and paid for, as a total loss, is looking over the "Eights" that are on the market and will buy if he finds one he likes. *Awashonks'* professional skipper, Vic Barlow, has bought her from the insurance company and is rebuilding her with the idea of chartering her next summer.

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Looks as though there would be enough Indians here next summer to make a class. John Mason has had one, *Peggy*, for a couple of seasons, racing her in one of the allowance classes, and *Arrow*, another that has been owned but not raced here, has been bought by Charles and "Bubsy" Gladding, both champion Beetle boat skippers. Fred Mason, Jr., another champion skipper in the Beetle Class, has gone partners with Chet Foster and bought *Warrior* from Boston. Arthur Wood is building one for his son Kenneth, a former champion of the Snipe Class, and has orders for two more if he can find time to build them.

SCRIPPS Model 202, 212 h.p. moderate speed engine, here shown, is a regular power plant of CHRIS-CRAFT 25′ Custom Runabout. It's a particularly fine motor very highly praised by boat builders and owners for its remarkably brilliant performance and great dependability. It's a favorite choice of those who best know the power needs of the smart runabout, the express cruiser and commuter. This engine is available also in cruiser type and reduction gear models, and in the various models of Series 160 and 170. (See specifications below.)

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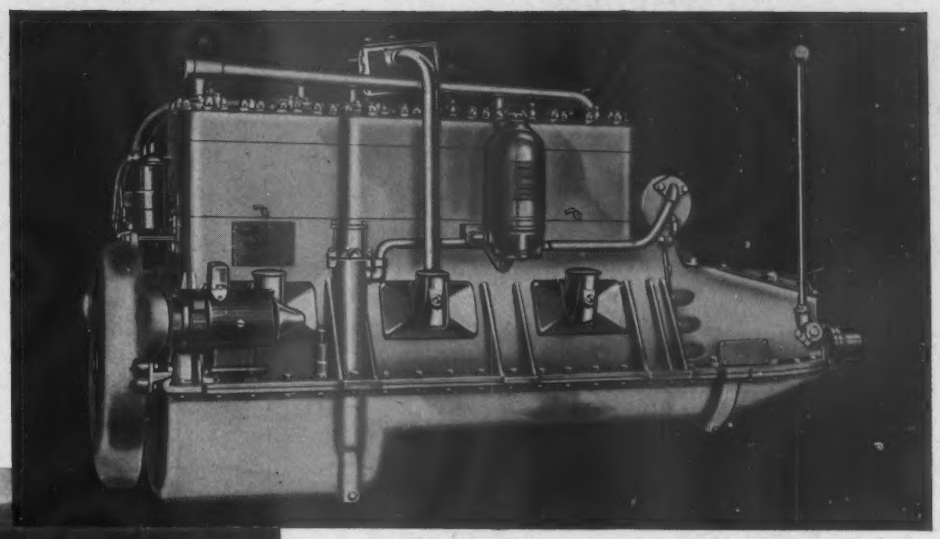

So well pleased was the owner with the performance of his 212 h.p. SCRIPPS engine, Model 202, which powers his 25′ CHRIS-CRAFT Custom Runabout, shown at left, that he wrote us: "I have not the slightest criticism to offer but only praise for this engine's efficiency and economy both with respect to gasoline and oil." At the end of the season again he wrote: "I take pleasure in reporting that the performance of the engine was superior to my expectations and that it afforded me a great deal of satisfaction."

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MODELS	V8	V12	F4	F6	152 153	154 155	156 157	162 163	166 167	172 173	176 177	202 203	206 207	302 303	304 305	306 307
Bore	3 1/16	2 3/4	3 3/4	3 3/4	4 1/4	4 1/4	4 1/4	4 1/2	4 1/2	4 3/4	4 3/4	5	5	4 1/4	4 1/4	4 1/4
Stroke	3 3/4	3 3/4	5	5	5 1/4	5 1/4	5 1/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 1/4	5 1/4	5 1/4
No. of Cylinders	8	12	4	6	6	6	6	6	6	6	6	6	6	12	12	12
Displacement cu. in.	221	267	220	331	447	447	447	548.4	548.4	611.4	611.4	677	677	894	894	894
Horsepower	95	110	53&81	80&120	169	118	155	166	143	185	155	210	170	300	240	280
Weight Direct Drive	600	750	635 660	840 900	1000	1150	1000	1175	1295	1175	1295	1175	1295	1500	1700	1500
Overall Length	43 1/16	49 3/4	45 1/4	56 1/2	56 3/4	56 3/4	56 3/4	66	66	66	66	66	66	58 1/2	58 1/2	58 1/2

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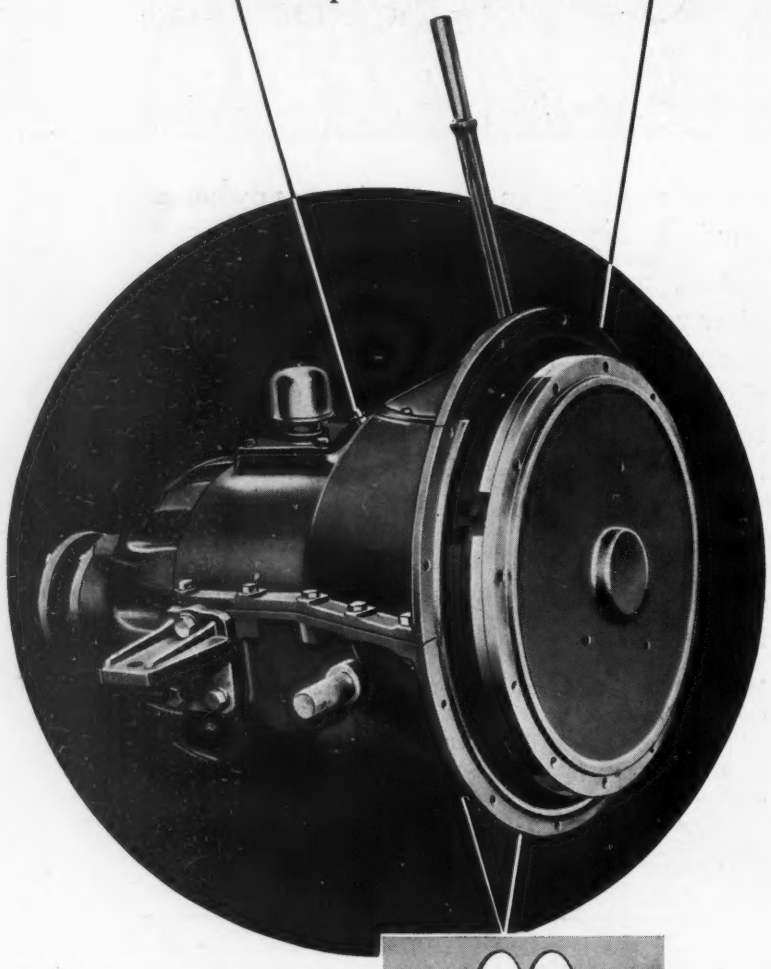

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FLORIDA TRADE WINDS

By Vivyan Hall

WITH new city yacht basins at St. Augustine, Marineland, Vero Beach, Titusville, Fort Pierce, Hollywood, Fort Myers, Tampa and Apalachicola; new yacht clubs at Key West, Fort Lauderdale, Vero Beach and Tampa; and a full schedule of nautical events, Florida's yachting visitors are in for a gala time, either with or without their boats. Starting with the St. Petersburg annual small boat regatta on November 13th, things will hum through to Miami's 26th annual motor boat regatta, ending March 19th. Sailing races, fishing tournaments, motor boat meets, cruising races and fleet reviews are all combined in a comprehensive program appealing to all ages. Also appealing to visiting boat owners is the news that, at Miami, Harbormaster Clark and the new Marine Industries Association have arrived at a satisfactory compromise whereby the harbormaster will collect the usual fees from commercial vessels but will make charges to yachts only when services are requested and received.

+ + +

At the annual meeting of the Florida Y. R. A., held at the Smyrna Y. C. on November 6th, Frank D. Bristley, New Smyrna, was elected commodore. Other delegates to the meeting who were also made directors included Russ J. Christy, New Smyrna; R. J. Patterson, Pensacola; James R. Risk, Cocoa; Al Strum, St. Petersburg; Frank G. Kurka, Jacksonville; Lynn S. Nichols, West Palm Beach; C. D. Van Orsdel, Miami; and Walter Engle, Lakeland. To the board of directors of the fifth region of the American Power Boat Association were named: Christy; John L. Wilhelm, St. Petersburg; J. S. Simpson, Mount Dora; W. J. Von Behren, West Palm Beach; John W. Prunty, Miami; Alonzo Rogers, Jacksonville; and Dr. C. W. Larrabee, Bradenton.

+ + +

Tampa's Gasparilla Y. C. opened its racing history with an overnight cruising race to St. Petersburg and return. On the run over, a following wind brought Commodore Fletcher Cawthon's *Sun Beau* in a winner by six minutes and a half in Class A, while the winner in Class C was Wesley Roberts' *Zephyr*. On the homeward stretch next morning, Skipper Turner's *Gosling* had the better of the long beat to windward, tying the race but losing the toss for the Culp Trophy. Jo Byars' Fish Class sloop cleaned up Class C on the return but Roscoe Davis' *Reveler*, with two second places, won class honors and the Poston Trophy. A race over the same course is scheduled for January 2nd.

+ + +

The Sea Island Y. C., on the inside route midway between Savannah and Jacksonville, reports the southbound fleet movement well under way. Among the early arrivals stopping over were the 72-foot cruiser *Bidgee*, owned by F. B. Ryan of Short Hills, N. J.; *Sea Foam VI*, Corwith Cramer, St. Petersburg, and Lake Forest, Ill.; and *Ruby Lee II*, Lee Johns, Miami. *Vagamundo*, the new Matthews cruiser built for Glenn Stewart, of the Biscayne Bay Y. C., has reached Coconut Grove after a long cruise from the factory at Port Clinton, Ohio. The 42-foot Consolidated cruiser *Pat*, formerly owned by John L. Patten, of Miami Beach, has moved even further south having been bought by Thorvald Sanchez, of Havana, and renamed *Siboney II*.

+ + +

Commodore Jack Rutherfurd, of the Palm Beach Y. C., is having Ed Danner's Marine Garage, at Miami, rebuild his 732-cubic-inch Packard racing motor to prepare his *Juno* for further assaults on the Gold Cup Class flying mile record. Modifications are also being made to installation and hull which will materially lighten her, and it is hoped that the record of 89.776 m.p.h., which Rutherfurd set last March on the Indian Creek course, will be boosted again. The Beach Boat Slips, at Miami Beach, is putting the following boats into commission following the summer storage season: Ancel Ball's *Sampit*, Amos Birdsall's *Tarpon*, A. C. Hall's *Arlaura*, D. Goldring's *Marferd*, Walter O. Briggs' *Walbri*, William H. Vanderbilt's *Alva*, and John Haggerty's *Mary Helen*. Griswold Hayward's 64-foot cruiser *Helen*, of Boston, which was damaged in the September storm in her home port, is undergoing repairs at the Boat Slips.

+ + +

Saturday, March 4th, has been named for the start of the tenth St. Petersburg-Habana Race. The committee, again headed by Robby Robison of the St. Petersburg Y. C., reports that the same time allowance rule will be used and that the classes will be divided as in 1938. The race circulars and entry blanks can be obtained from Robison or from the Habana Y. C., in Habana. With this international event following the Miami-Nassau Race so closely, most visiting yachts will include both.

Looming Over the Horizon

YOUR 1939 MOTOR BOAT SHOW NUMBER

January YACHTING

THE Big Motor Boat Show Number of YACHTING, the January issue, is "looming over the horizon" and will be published on January 6th.

For weeks, YACHTING's editors have been planning and preparing the editorial content of this issue which will be replete with all that goes to make an interesting and instructive, enjoyable and entertaining Show Number.

In addition to all the regular monthly features and departments, this issue of YACHTING will reflect the spirit of the Show itself. Many pages will be devoted to illustrations and descriptions of the exhibits, and no effort is being spared to make this big Show Number invaluable to the reader as a reference issue.

So, YACHTING's 1939 Show Number will again offer readers of boating magazines the most for their money, and whether you attend the Show or not you will want this big issue.

To those who prefer to buy YACHTING at newsstands, we would suggest that you ask your newsdealer to reserve your copy for you now — or, better still, take advantage of the subscription savings by entering your order now for one, two or three years, effective with January 1939, and this big Show Number will be sent to you promptly by mail.

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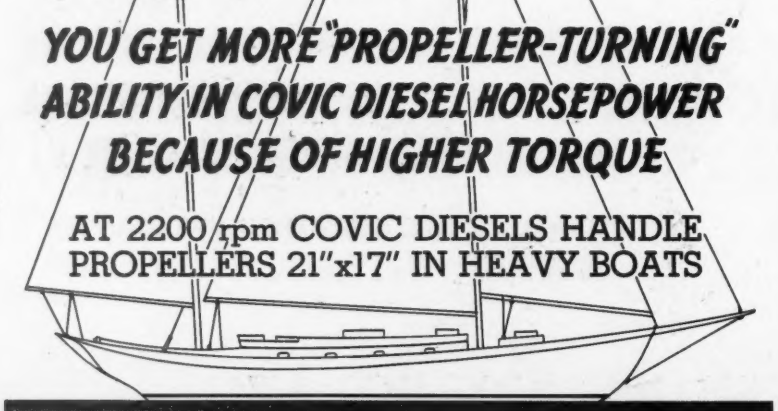

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DETROIT RIVER AND LAKE ERIE NEWS

By Walter X. Brennan

JOE LODGE, of Grosse Pointe, who won both the Hearst and Stuart ice yacht trophies last winter, at Madison and Oshkosh, respectively, is probably the most worried ice boat fan in these parts. No doubt he had the last word in ice boats last winter but now is out of ideas to improve his *Deuce III*. He is sure that Douglas Van Dyke and John Buckstaff, of Oshkosh, will make great improvements this year.

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Local ice yacht fans turned thumbs down on the change in ice yacht racing rules suggested by the Eastern Ice Yachting Association. Although everyone admits that sail boat rules are not ideal on the ice, nearly everyone sailing ice yachts here sails in the summer and it is contended that the confusion which would result in changing from one set of rules to another would cause more trouble than do the faults in the present ice yacht rules.

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The Detroit Boat Club colors will fly in either the Miami-Nassau Race or the St. Petersburg-Havana Race this winter from the masthead of the 54-foot Alden ketch *Josephine II*, owned by Commodore William Petzold. The boat, formerly *Ponjola*, of Milwaukee, was rerigged in the spring and sailed all the races around Detroit during the season.

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Edward P. Hammond took a leisurely trip down the Mississippi during November with his new Hacker-designed *Barat*. *Barat* is a 65-footer, powered with Gray Marine Diesels, which caused comment by yachtsmen at Detroit following her launching late in August.

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At the recent annual meeting of the Bayview Y. C., the 1938 officers were reëlected. The club is in the midst of acquiring more grounds and harbor space and it was deemed advisable to keep the same staff to complete the job. Herman Petzold will again head the Mackinac Race committee.

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Interesting boats of the year are the V-25 sloops built by Daniels at Vermilion, Ohio, and the Shipmite, just completed by the Bingham Boat Works of Detroit. A half dozen of the V-25's, which measure 25 feet over all, were sold during the summer and formed an interesting class.

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The *Detroit News*, which sponsored a small portable ice yacht last winter, has announced that 50 more fans will build boats at once. The newspaper maintains a shop, the use of which is free to those building projects sponsored by the paper. The ice boats, which carry 60 feet of canvas, are one-designs.

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The Pouliot Boat Works has sold two 53-foot Elcos, powered with Gray Marine Diesels, for delivery in the spring.

\+ + +

L. A. Young, of Detroit, has purchased a new Wheeler which is powered with Gray Marine Diesels.

REEF POINTS FROM EASTERN CONNECTICUT

By Walter Rowe

THE Essex Y. C. has come back stronger than ever since the hurricane-tidal wave. Spared serious structural damage to the clubhouse, the platforms, floats and sheds were quickly repaired and the fall series of dinghy races continued with only one regatta omitted. That veteran of the deep, Sam Wetherill, took the series in *Wench*, winning three of the six races and being well up in the others. The ocean going ketch *Stortebeker* and her power tender gallantly served as committee boat and crash boat when the regular boats were still under water. The Whitman Kenyons, year 'round skipper and mate of the *Stortebeker*, gave a recommissioning party on board when the Essex burgee was again hoisted. Some sort of a medal should be given Whitman for his unusual service with the *Stortebeker's* tender in hauling nineteen yachts off the bottom after the hurricane, not to mention the innumerable craft he towed from all over the eastern end of the Sound. All in all, the *Stortebeker* helped mightily in putting the Essex Yacht Club back on its mooring.

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A 25' auxiliary cruising knockabout. Sleeps four comfortably. Has private double stateroom. ➡

FISHERS ISLAND $2975 ***(23 footer)***

A 34', keel or centerboard knockabout of square-meter type. Fast. Popular for racing, day sailing and even for short cruises.

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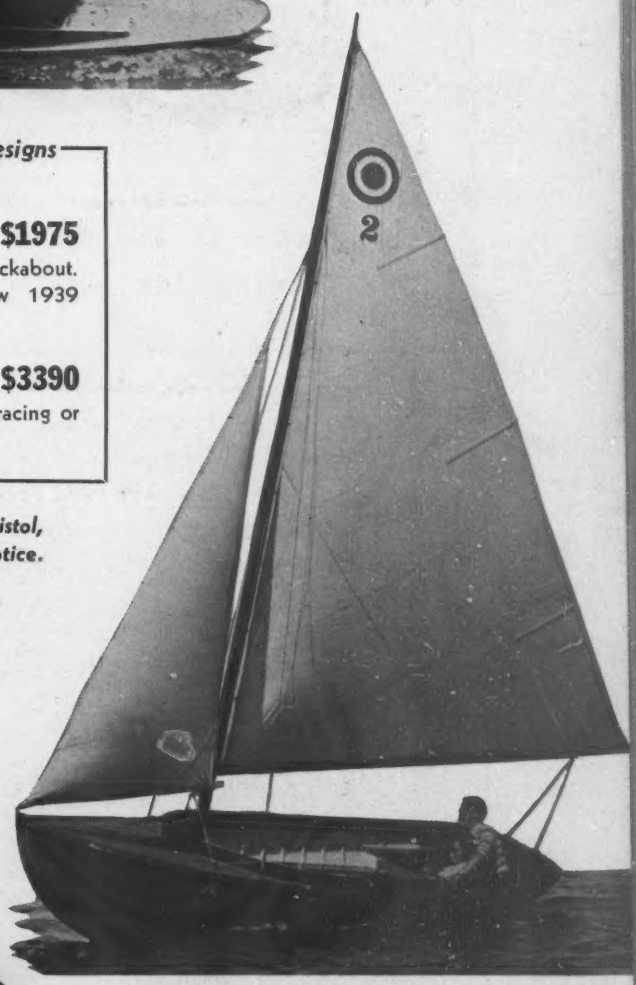

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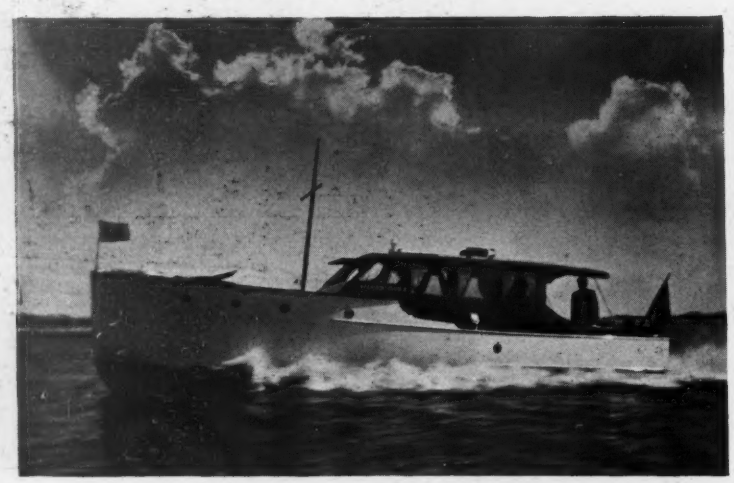

A new model of the proven *VINYARD "40"* makes its bow. Embodying all the well-known *VINYARD* qualities of rugged construction, seagoing ability, conservative beauty, unsurpassed comfort and safety, this bridge deck cruiser offers the ideal arrangement for week-end runs, extended cruising, or offshore fishing. Accommodates five and crew. Twin screw, of course.

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The Yale Corinthian Y. C. has done a mighty job under Commodore Hugh M. Matheson, Jr., and now has a complete and efficient headquarters at the New Haven Y. C. which has been leased for the fall, winter and spring season. With no help from the University authorities, the new yachting regime at Yale, which got under way last winter, has done most of the work itself. A small group of alumni has contributed funds and the splendid work done with the limited money by the new members of the Y. C. Y. C. should encourage other old "grads" to give further encouragement. Five more Class "X" dinghies have been ordered from the Fairfield Boat Works and three used boats have been acquired, making a fleet of fifteen craft sailing under the Eli burgee.

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Spindrift. . . . The H. M. (Slim) Bakers sailed aboard the *Ranger* for Florida and the Bahamas after stretching their stay in northern waters till November 15th, warmed by the tropical fall weather in New England. . . . Commodore Hubert M. Toppin, of Essex, salvaged his schooner *Blackbird* from the bottom of the Connecticut River and is rebuilding his fine old ship at the Essex Boat Works. . . . Edward B. MacLean, of New Haven and points east, is repairing his schooner *Truelove II* at the Dauntless Ship Yard. The hurricane damage was substantial but the *Truelove II* will be more faithful than ever when she slides down the ways again next spring. . . . The Essex Class X dinghy sailors journeyed to Larchmont for the opening of the Frostbite season and took first, second and fourth places, thanks to Bill Dodge, Peter Comstock and Sam Wetherill. . . . "Skipper" Jones, chief salesman for the Vinyard yachts and the Seaford boats, has taken quarters in Essex from which base he will cover New England. . . . E. H. Jennings, of Fairfield, came aboard his Matthews "Sport 46" *Timberdoodle* and then proceeded to Florida for the big game fish. . . . Robert English, of Hartford, is superstitious and is he glad! He refused to have his 34-foot yawl *Dolphin* launched on Friday, the 13th, and the *Dolphin*, with no one on board, was the only craft afloat and on her mooring at Watch Hill after the big wind and tall seas. . . . E. V. D. Wetmore raised his sunken *Narwhal* from the Connecticut and will have her rebuilt as a fishing and work boat. Captain Phil Marx, of Saybrook, is going to do the job. . . . John Murphy is using his Coastwise Cruiser out of Branford for some fine late fall cruising. . . . *Old River* has thwarted every effort to raise her from the bottom in front of the Dauntless Club at Essex where she foundered after the hurricane.

MASSACHUSETTS BAY FLASHES

By Ed Earle

THE outlook for rebuilding and replacement of the Massachusetts Bay fleets is good. Adjusting of insurance claims in the wake of the hurricane has been under way, getting squared away for next season. If the hurricane had not barged in, yachtsmen could have kept on sailing until the snow really came, judging from the summer temperature of the past two months.

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Eldredge-McInnis, Inc., is tracing the lines of a new 100-foot twin screw motor-sailer, which will probably be built in Shelburne, Nova Scotia, for an American yachtsman. This firm has also designed a 46-foot twin screw power cruiser for a Boston yachtsman to be built at William Frost's, Tiverton, R. I. She will be powered with a pair of 100 hp. Budas.

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The 30-Square-Metre *Essex IV* (ex-*Bacchant*) has been sold from A. W. Stevens to Paul Archambault, of Boston, through the office of E. Arthur Shuman, Jr., Inc. She will be renamed *Elfin* and used for day sailing next summer. As the *Bacchant*, she gained fame when she came from Sweden to win the first international race of the "Squeaks" against the United States and Germany at Marblehead in 1929. The International Eight-Metre Class at Marblehead suffers another loss with the sale, through the same office, of Charles P. Curtis' *Ellen* to Edward B. Polak, of Providence. The auxiliary schooner *Sayonara* has changed ownership from Gifford K. Simonds, of Marblehead, to George McQuesten. She will probably be rerigged as a ketch. One of the top flight 30-Square-Metres bids goodbye to Marblehead with the sale of Ernest B. Dane, Jr.'s, former Northeast Harbor veteran *Bacardi* to George H. Mackey, of Nantucket. Her new name will be *Harpoon*.

Shuman is handling the delivery of a new International One-Design, which was slated to arrive in Boston from Norway and then be stored at Lawley's Neponset Yard, during the last part of November. She is owned by E. S. Burke, Jr., of Cleveland and will race at Southwest Harbor, Maine, under the name of *Skylark II*. Shuman's office is working on the plans of a 27½-foot over all, 20-foot water line auxiliary sloop to be built by Pat O'Connell for Dr. Benjamin C. Tenney, of Boston.

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Donald B. Abbott

Chrysler Building **New York City**

The Class R sloop *Bonnie Prince*, which has been racing out of Gloucester for many seasons, has been sold from James L. Stuart to John E. Chipman, of Cambridge, through the office of John Alden. The M-B Class boat *Hapi* has changed ownership, from Harry E. Noyes, of Marblehead, to Herbert E. Polleys, of New Haven, Conn. Graves, of Marblehead, is building a new Coastwise Cruiser, from Alden designs, for Charles E. Cotting, of Boston, whose boat was wrecked in the hurricane.

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The Quincy Adams Yacht Yard is building a clipper bowed yawl, 53′ 6″ over all, for Harry E. Noyes, Marblehead yachtsman, from designs of John G. Alden. Her other general dimensions are: 37′ 6″ water line, 13′ beam, 7′ 5″ draft, and sail area of 1,350 square feet. *Tioga II* will be powered with a Gray 4–52. She will be used for cruising and racing.

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The auxiliary sloop *Akawi* has been sold by P. Y. DeNormandie, of Boston, to Dion, of Salem. An Alden Coastwise Cruiser has been sold to Bayard Ewing, of Cambridge, to be used around Marblehead and for Maine fishing. The owner's brother, Gifford C. Ewing, is the owner of an Alden Off Soundings cutter.

LAKE ONTARIO NOTES

By W. Peck Farley

THE Queen City Yacht Club, of Toronto, has just held its forty-ninth annual meeting. Commodore Blake Van Winckle presided and made the presentation of trophies for the past racing season. Many prominent yachtsmen attended and made remarks of interest. Major W. F. N. Windeyer spoke regarding the demand for small harbors of shelter for small sailing and power boats on the north shore of Lake Ontario. He pointed out that the L.Y.R.A., with its influential membership, can make itself an important factor. W. I. Hearst, of the Royal Canadian Yacht Club Star fleet, gave an amusing and interesting talk.

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The National Yacht Club of Toronto has held its annual meeting and presentation of prizes. The meeting was well attended and ably presided over by Major Windeyer, president of the Lake Yacht Racing Association, who gave a most interesting talk on Lloyd's and the history of the L.Y.R.A.

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The Youngstown Yacht Club held its annual meeting on October 8th. The following officers were elected for the ensuing year: Commodore, Bjarne Klaussen; vice commodore, James L. Cole; rear commodore, T. L. B. Lyster; fleet captain, Allen V. Parker; fleet surgeon, Dr. E. F. Dodge; treasurer, John Richelson, Jr.; secretary, William P. Murphy. A stag dinner was held at the club on October 26th, at which time the trophies were awarded. A new trophy, to go up for competition this year, is the Moyer Trophy, a handsome punch bowl presented by Dr. Arnold Moyer for a perpetual club championship prize for the Snipe fleet. It was won for the first time by Will A. Cannon who has been designated as fleet captain of the Snipe fleet for 1929.

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The Rochester Yacht Club officially closed for the 1938 season on Halloween. The real reason for selecting this special date was that the summer liquor license expired on October 31st. When it appeared that there would be quite an inventory of wet goods to carrry over, a party was arranged. The party was a great success due in large part to the fine moving pictures, in color, provided by Herb Marth to whom a vote of thanks is due.

Earl V. Snyder has ordered a boat. It is reported that he is taking on a Sparkman & Stephens "Islander." It would be fine if one or two more could see the merit in this type of boat for our waters for Snyder loves to race.

Through the generosity of the Gannett newspapers, the R.Y.C. has a new championship trophy. It will be known as the Gannett Trophy and will be awarded to the Star boat winning the club championship or, rather, to the skipper, as is the method of awarding prizes established by the I.S.C.R.A. The trophy is a handsome sterling cigarette box and the deed of gift reads that it must be won three times by the same skipper. For the past twelve or thirteen years, the club has had a Gannett Trophy. Frank Gannett is a most enthusiastic yachtsman and a strong booster for local yachting and the R.Y.C. of which he has been a member for many years.

Owing to the death of Volney E. Lacy, for so many years the R.Y.C. secretary, who also owned and ran the Rochester Boat Works, the boat works has been sold at public auction. The successful bidders were Phillip Farnham and Elmer McFarlin who will continue the business and conduct it somewhat along the same lines as in the past.

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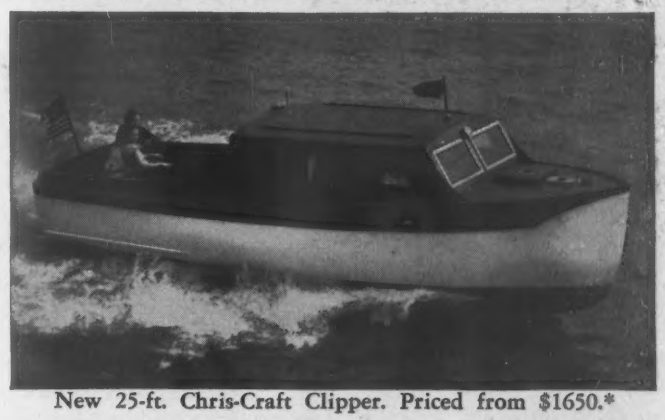

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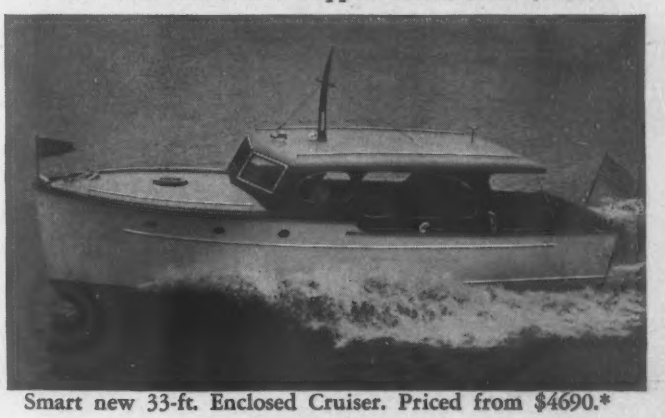

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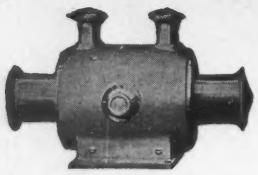

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COMET COMMENTS

By Malcolm Lamborne, Jr.

SAILING in general and Comets in particular have been increasing so rapidly around Medford, Mass., that the Mystic Lakes Yacht Racing Association has just come into being to manage the racing for some sixty boats which will compete on the Lakes in 1939. At least six new Comets are expected for the Medford Boat Club fleet for next season, while a number of small boat enthusiasts of the Winnecunnet Yacht Club, at Norton, are considering building into the class.

Sixteen-year-old Frank Oxnard, the youngest skipper of the club, won the fleet championship of the Medford group. His *Smoky* totalled 1661 5/7 points to Bill Neilson's 1637 1/45 points, in *Argo*, for the season. John Nelson's *Star Dust* took more first places but did not participate in enough races to earn the important bonus points. Highlight of the fall season was the first annual Race Week-end, in which fifty starters in various classes were recorded. *Smoky* and *Argo* again took first and second honors in the Comet events; Sam Lanza, in his *Brat*, was third.

Steve Holt has been reëlected captain and Bill Neilson, secretary of the Medford fleet for the coming year. Comet *1129*, being built for Fred DiBerto, will be exhibited at the Boston Boat Show later this winter.

\+ + +

With the Riverton Yacht Club, home fleet of 1938 national champion Ed Merrill, relinquishing its rights to sponsor the 1939 regatta because the local sailors feel that the waters at Riverton are not satisfactory for a championship event, the site for next year's event has been thrown open to all fleets. The Executive Committee of the C.C.Y.R.A., is requesting bids.

\+ + +

Sanction has been given the Seaside Park Y. C., on Barnegat Bay, to hold a yearly Comet regatta, open to all qualified boats and skippers. The date has been set for the week-end of August 5th, thus making it the first all-Comet event with the exception of the nationals.

\+ + +

Proof of the popularity of the class on the Chesapeake Bay is the fact that ten open regattas listed in the Chesapeake Bay Y.R.A. schedule offered Comet events. Jim Speer, of Oxford, Md., is building a new Comet.

\+ + +

The annual meeting of the C.C.Y.R.A. this year will again be held during the Motor Boat Show in New York. Belmont Plaza Hotel is the place, 6.00 p.m. the time, and the date is Friday, January 13th.

NEWS FROM MAINE

By Elizabeth Cooper

THE Blaisdell Brothers, in Bath, are working on one of their own 23-foot sloops that was blown ashore at Winnegance Bay. They report that the interest in small boat racing has greatly increased in their section. They have built 15 of the Pine Tree Class, designed by F. W. Goeller, and expect to add several more boats of their own design to the fleet this coming season. They have bids out for several 18-footers, designed by G. E. Alden, of Biddeford Pool, and expect an order for a 32-foot sloop to be built this winter to their own design.

\+ + +

Fred Pendleton, Wiscasset, brought Stephen Etnier's *Hersilia* to his yard for repairs after she had gone ashore at Gilbert Head in the "big blow." Mr. Etnier expects to take her to Nassau for the winter. Pendleton has nearly completed Colonel Patten's 68-foot schooner, and she should be launched by the time this goes to press.

\+ + +

Hodgdon Brothers, of East Boothbay, have started work on a 90-foot motor-sailer designed by William H. Hand, Jr., and expect to build one for Mr. Hand's own use in the near future.

\+ + +

Goudy & Stevens, East Boothbay, have been busy hauling boats for storage and have their sheds full. They have much winter work ahead, with bids out on several Alden designs.

\+ + +

C. A. Morse & Son, of Thomaston, are getting Albert Gould's *Segochet* ready for the winter. When she is ready, she will be taken to Mr. Gould's place at Pleasant Point. She was built at this yard, and always comes back

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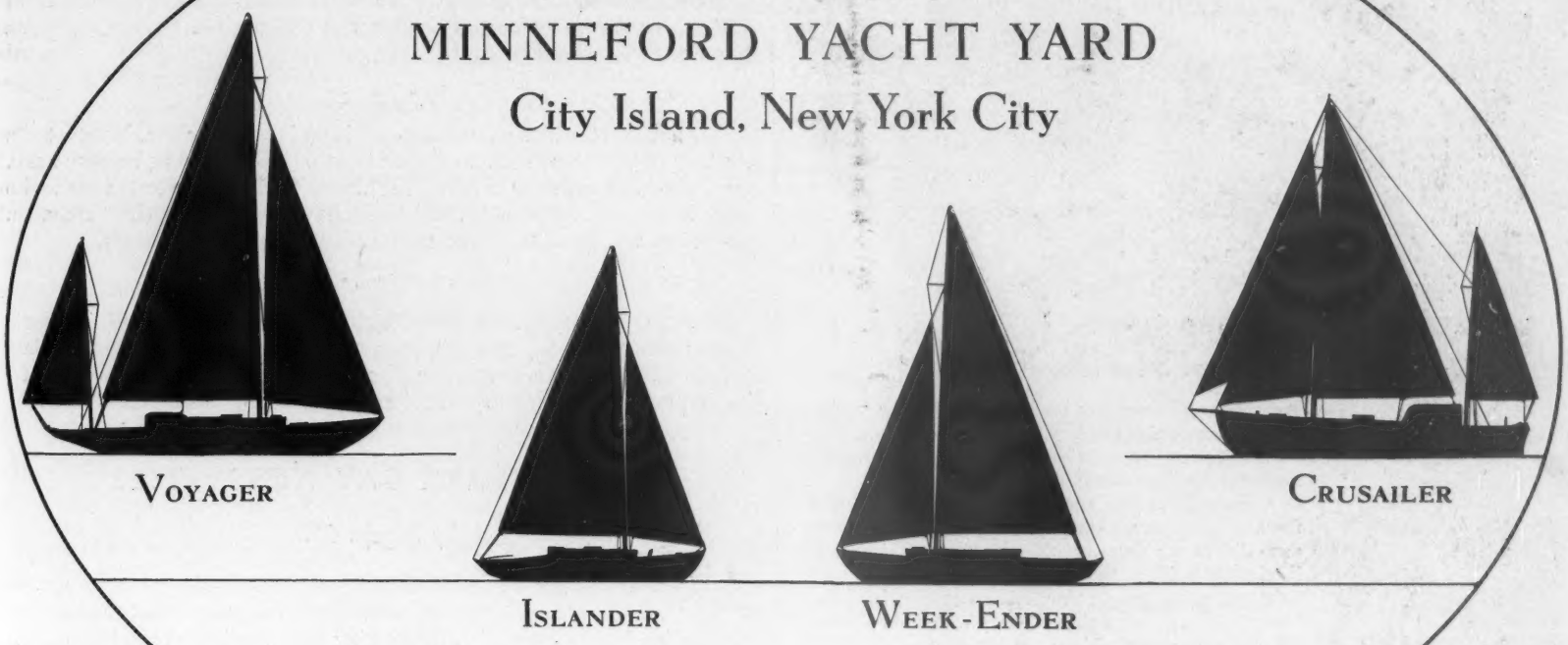

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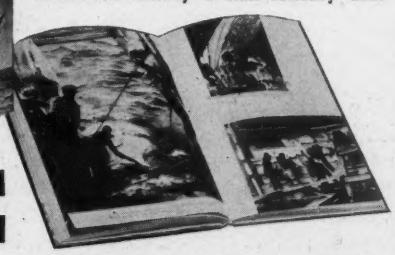

WHALE SHIPS AND WHALING

By ALBERT COOK CHURCH

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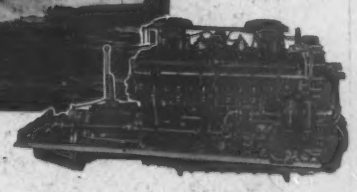

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at the end of the season. Morse is completing two beam trawlers, both to go over before the end of December. In for repairs at this yard are G. G. Williams' 40-foot cruiser *Karluk*, just returned from her eighth trip to Labrador, and P. L. Smith's 53-foot sloop *Dyon*.

\+ + +

A 38-foot twin screw cruiser, powered with Gray Diesels, is building at Gatcomb's yard, Thomaston, for Charles Stewart Mott, of Flint, Mich. She will go to Bermuda this winter.

\+ + +

Captain Norton's yard, in Islesboro, is an interesting one. He started a number of years ago with an empty tract of land. On this, he now has a large shed and railways, a house for himself and houses for the men who work in the yard. He is loaded with boats, having about 19 of the Northaven 24-footers and 20 of the Herreshoff 12½-footers, among others.

\+ + +

Mr. Mayhew, of the Camden Marine Railway Co., Camden, reports many boats in storage, among them some very large boats. At present, they are repairing the 62-foot schooner *Magic*, driven ashore at Marblehead during the hurricane. They expect to do some building during the winter.

CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

AFTER having good breezes all summer, the Six-Metres came out to sail their fall series of three races in rather spotty October airs. The blue-hulled *Indian Scout* of J. Miller Sherwood dominated the field of five boats, totalling nine points with two firsts and a second. John Sherwood was second in *Silroc*, with eight points, and Carroll Williams' *Cherokee*, third, with four. This closed the active racing season for Bay "Sixes."

\+ + +

Intercollegiate yachting in this area seems to be here to stay. St. John's College Boat Club, of Annapolis, is entering its third year, the Georgetown University Sailing Club, in Washington, is beginning its second season and the George Washington University Sailing Club, in the national capital, is being formed this fall. Each of the clubs is going in for dinghies. Prior to sending a team to the Boston Dinghy Challenge Cup Regatta at M.I.T., late in October, the Georgetown sailors elected officers for the year. Martin Quigley was reëlected commodore and Fred Fuller secretary-treasurer. Vice commodore is Wilson Sweeney; rear commodore, Tom Ross.

In conjunction with its Physical Education program, the Athletic Department of St. John's is starting a class in sailing. Students who pass the course become eligible for membership. Arden Andreson is commodore; Dick Cox, vice commodore; Helen Shepherd, secretary, and Vincent Oliver, treasurer of the George Washington Club.

\+ + +

At the annual meeting of the Chesapeake Bay Y.R.A. this month the application for membership of the newly-formed Potapskut Sailing Association will be considered. Starting with 25 members, the membership is limited to 45. Headquarters are on Rock Creek, at Wall Cove, near Baltimore. Marshall Duer is commodore; Dr. Joseph Nelson, vice commodore; V. Chapman, secretary, and Hall Harris, treasurer.

\+ + +

Late in October Baltimore was the scene of the first inter-squadron conference of United States Power Squadron units ever to be held in this area. About 30 officers and instructors from Wilmington, Patapsco River, Potomac River and Hampton Roads Power Squadrons discussed class instruction problems and were addressed by Commander Charles D. Case, of New York, national chairman on advanced grades. The Potomac River group extended an invitation for a similar session in January.

\+ + +

Annapolis Yacht Yards is coming in for an extensive expansion program this winter, according to Chris B. Nelson. A large storage shed, with 25 feet headroom and separate carriages for each boat, and an additional railway with a hauling capacity up to 80 feet are to be constructed. Two new docks will be built, in addition to an electric derrick of 15-ton capacity. . . . Gunnie Wallen, our Solomons correspondent, says that a new 52-foot Crusailer model has just completed tank tests and work will be begun on her this month at the Davis Yard. . . . Oxford Ship Yards recently has sold a Bay Bird, one of the new little auxiliary sloops, to Dr. Taylor Gwathmey of Orlando, Fla., who came North to sail her home.

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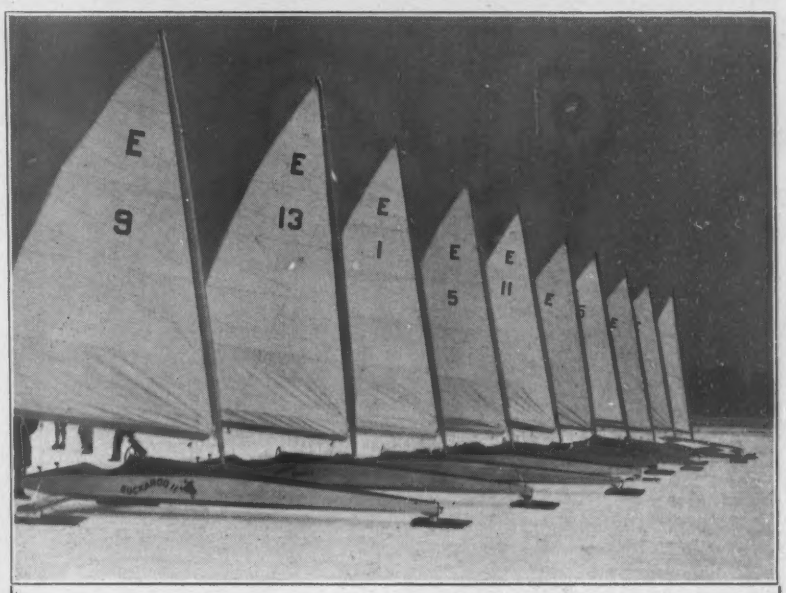

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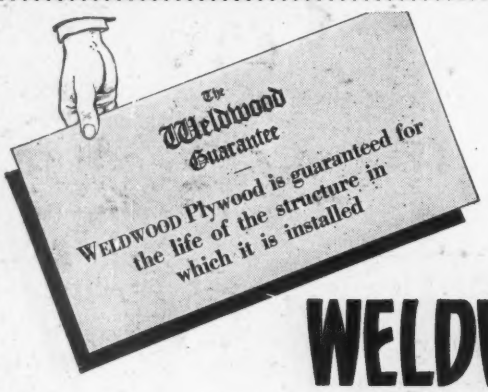

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WEST COAST BUBBLES

By Waldo Drake

THE Los Angeles Y. C. will be headquarters for the twelfth annual Midwinter Regatta, to be sailed on San Pedro Bay February 22nd to 26th, inclusive.

According to a new arrangement, the race week will be sponsored by the Los Angeles Y. C. and handled by the Civic Regatta Association, as heretofore. There will be five days of racing by the following sloop classes: California "Thirty-twos," Eight-Metres, Six-Metres, Stars, Pacific Interclubs. The cruising classes will hold a week-end series on the last two days.

\+ + +

In the teeth of a blistering "santana" desert wind storm, Don Stearns piloted Arthur Bobrick's Gold Cup racer *El Torbellino* to victory in the Pacific Coast speed boat championships at Newport-Balboa on November 6th.

None of the nine boats starting the three-heat event finished more than two heats due to a remarkable series of spills and breakdowns, though *El Torbellino's* performance was most consistent. She took second in the opener, fell by the wayside in the second and ran away from her competitors in the finale. She won 700 points, against Frank Wiley's *Rigor Mortis* with 569; Lou Fageol's *So Long*, 525; and Dan Arena's defender, *Miss Golden Gate*, with 400 points. After easily winning the first heat, *Miss Golden Gate* loosened a cylinder block and was forced to withdraw.

In the 135-inch class, a margin of only one second in two heats brought victory to Ronald Batty's *Sparks*, from San Diego, over Roy McCullough's *Yankee Doodle*, of Long Beach. Dwight Dean's *Elf* was third and Dwight Avery's *Idolon*, fourth.

\+ + +

By less than ten seconds, William Slater's veteran *Lanai* nosed out R. S. Simmons's *Ay Ay Ay* in the annual 14-mile Six-Metre race for the Avian Perpetual Trophy, off San Pedro on October 30th. Only fifteen seconds astern of *Ay Ay Ay* was Emerson Spear's *Mystery*, sailed by Kenneth Watts, followed by *Ripples*, *Synnove* and *Rhapsody*. The three leaders staged a spectacular seesaw battle over the entire windward-leeward course to Point Fermin and return.

\+ + +

Fred E. Lewis has just brought home to Balboa from her builder's yards, in Seattle, his third *Stranger*. She is a twin screw 135-foot double-ender, driven by two 400 horse power Washington Diesels. *Stranger* was designed by L. E. Geary to meet the particular needs of around-the-world oceanographic research.

Of unusually staunch wood construction, *Stranger's* hull and decks are both double-planked. She has a cruising radius of 8,000 miles and has bunker capacity for 17,000 gallons of fuel and tanks for 6,000 gallons of fresh water, besides an evaporator for making fresh water at sea.

\+ + +

The 1939 biennial race to Honolulu will start from Treasure Island, San Francisco Bay, site of the Golden Gate International Exposition, July 4th. Unanimous action to this effect was taken by a special meeting of directors of the Trans-Pacific Yacht Club, sponsors, at Los Angeles in mid-November.

\+ + +

Bubbles . . . *L'Apache*, George L. Craig's 73-foot Class M sloop built from the owner's designs by Fellows & Stewart, enjoyed successful trials off San Pedro in November. She will have her initial competition in the February Midwinter Regatta against the seven other big single-stickers already in commission along the South Coast. . . . The 1939 midwinter race week will again be minus the familiar figure of Owen P. Churchill, present owner of the "Eight" *Angelita*. Churchill has again departed for another six months' sojourn in Tahiti. . . . Past Commodore John C. Stick, of the California Yacht Club, has been named fleet commodore and chairman of the Los Angeles Sea Scouts by Judge B. Ray Schauer, national officer of the Boy Scout Council. . . . The annual meeting of the Los Angeles Yacht Club, on December 16th, will be enlivened by presentation to the membership of an unusual club manual, chiefly the work of Secretary Erwin C. Jones.

A Correction

The sails of the new auxiliary yacht *Odyssey*, described in the November number of YACHTING, were made by William Fuller, Inc., of City Island, N. Y.

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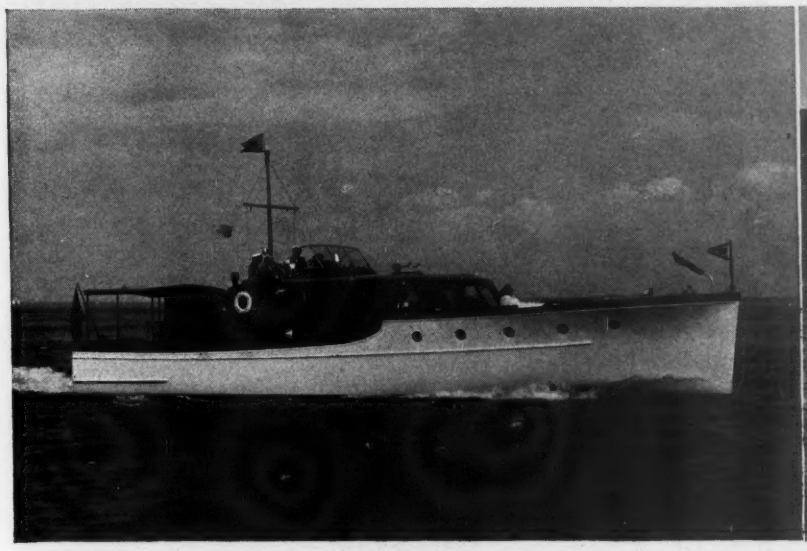

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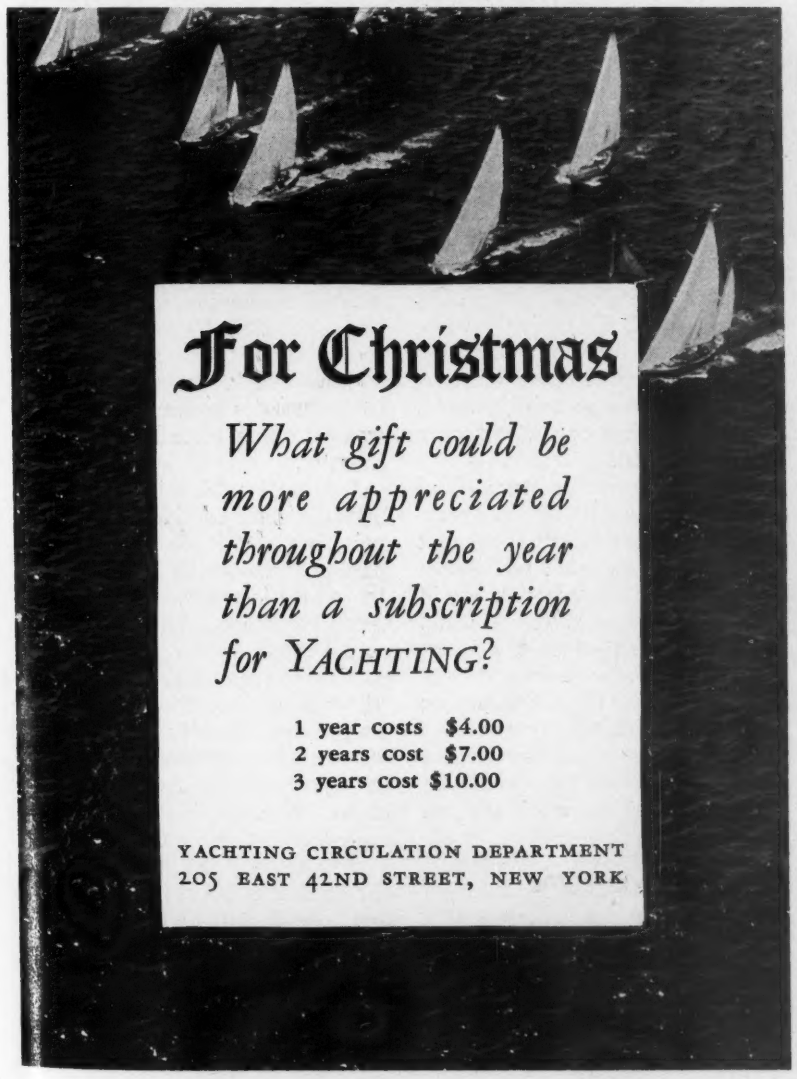

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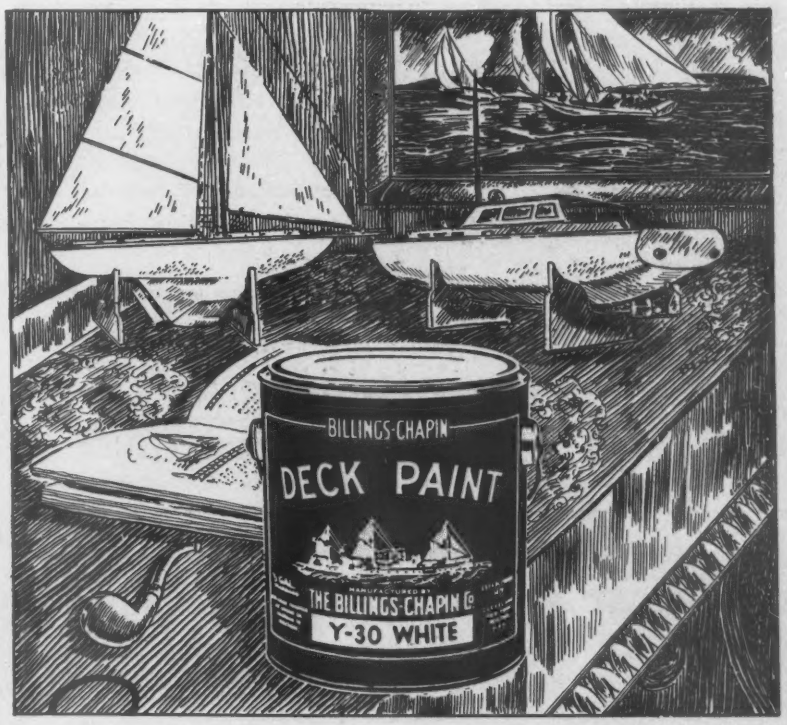

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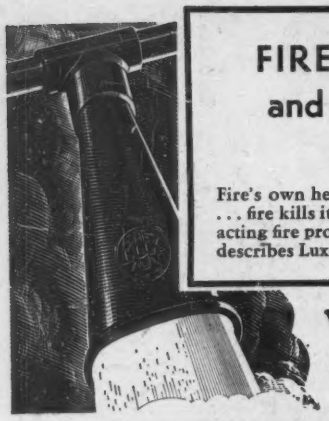

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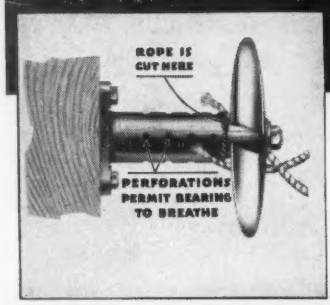

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The Hurricane of 1938 in New England

(Continued from page 36)

shows that this probability was not even suggested, and that *no reference was made to an approaching circular storm.* The official weather bulletin in the morning press of Wednesday, September 21st, the day on which the hurricane struck Long Island by mid-afternoon, runs as follows:

"A broad trough of low pressure extends from New England south-southwestward to the tropical disturbance and heavy rains have fallen from Maine to eastern Virginia. . . . Pressure remains high from southern Manitoba and west-Ontario southward to Texas and Louisiana and from Nova Scotia and Newfoundland southward and southeastward over the ocean. . . . There will be general rains in the Middle Atlantic and North Atlantic states and western New York Wednesday and in New England Thursday; the temperature will be lower in New England Wednesday and Thursday, and continued cool weather elsewhere Wednesday and Wednesday night will be followed by slowly rising temperature in most sections Thursday. Storm warnings are displayed on the Atlantic coast from Wilmington, N. C. to Atlantic City, N. J."

The passages eliminated from the above apply to conditions in other regions and have no bearing on the case. I understand that, beginning at 9:00 a.m. on September 21st, the Weather Bureau did begin to send out mild warnings; but these were too late for the morning press and the afternoon papers came out as the storm struck. They were chiefly radio warnings, more or less ineffective during the forenoon, and they were warnings of a heavy southeast storm, *not of a hurricane.* At least, a friend of mine entering Gloucester harbor at 3:00 p.m., just before the storm struck in full force, saw such warnings being hoisted. And no warnings of a storm wave ever were given.

It makes a most unfortunate and disturbing story. But the main point is this: in order properly to forecast the storm in question, no additional equipment or organization would have been necessary. The issue did not depend on the lack of a hurricane division of the Weather Bureau for the North. It did not depend on a system of radio reports from ships at sea, although this, of course, would be extremely valuable. It did not depend on more dollars and cents, increased paper work, or the setting up of new bureaucratic agencies. It depended, rather, on the knowledge and judgment of a few officials in posts of authority.

If, for instance, the Weather Bureau on the evening of September 20th had merely said to the press: "The hurricane appears to be approaching New England. Look out for violent winds and a storm wave!" the morning papers of the 21st would have blazoned the news to the whole region. The reason the Weather Bureau did not make this statement was because it did not believe the thing was going to happen. And this was a highly unscientific conclusion, in view of the plain signs.

Now for the storm itself. This was a full-blown hurricane, it should be realized, fully as violent as if it had been encountered in the tropics. Wind velocity at Boston reached 87 miles per hour; at Cambridge, over 100 miles per hour; and at the Blue Hill Observatory, near Boston, velocities of over 150 miles per hour were recorded in the heaviest squalls. Thus it is entirely wrong to refer to this storm as the "tail of a hurricane."

In fact, it seems to have been an unusually active one to start with. On the first day of record, from 7:30 a.m. on the 18th to the same hour on the 19th, it travelled approximately 600 miles, sweeping across the Bahamas at the rate of 25 miles an hour. On the second day, as it was beginning its northward curve, it slowed down to 15 miles an hour, covering about 360 miles. On the third day, from 7:30 a.m. of the 20th to the same hour of the 21st, it picked up speed again, covering approximately 450 miles at a rate of nearly 19 miles an hour.

This brought it off Hatteras. From there it accelerated its rate of progress to a marked degree, dashing in from sea at a speed of at least 40 miles an hour, probably faster. From 7:30 a.m. off Hatteras to 7:30 p.m., when the storm had reached Burlington, Vt., it covered approximately 450 miles in 12 hours; but for the first part of these 12 hours, while it was passing over the ocean, its speed undoubtedly was faster than when it had reached the land.

But the trouble with such estimates is that, considering a given point, we cannot be certain what part of the storm is meant unless the center is reported; and in the present case the only report of the actual storm center was when it struck the coast. This was a storm with a diameter of at least 150 miles. Its northern edge hit the south shore of Long Island about 1:30 p.m., and its center reached the same point about 3:30 p.m. If it was the northern edge that was off Hatteras at 7:30 a.m., then the storm covered the 350 miles between that point and Long Island in 6 hours, or at a rate of 58 miles an hour. But again, what does "off Hatteras" mean? The consensus of all this seems to be that the storm came in from sea at a rate of at least 50 miles an hour.

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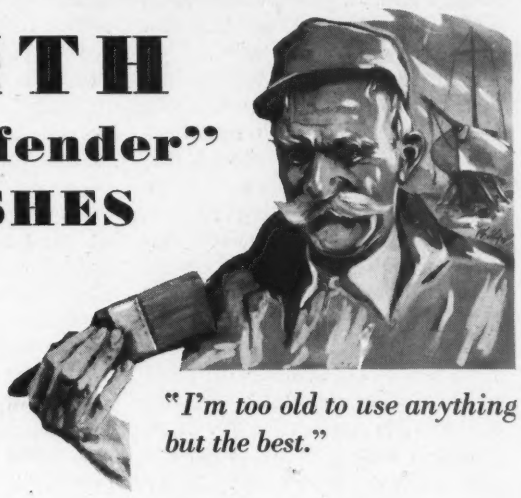

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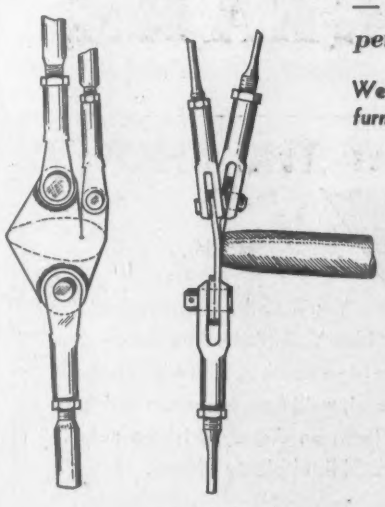

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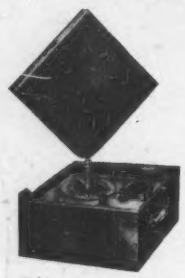

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This is a remarkable speed for a tropical storm; from 10 to 15 miles an hour is the average. It adds 50 miles per hour to the wind velocity on the eastern edge and subtracts the same amount from the wind velocity on the western edge. This accounts for the extreme severity of the present storm in its eastern semicircle, and its comparative mildness in New York City.

The storm center passed over the eastern end of Long Island. Thus the region of Westerly, Block Island, Narragansett Bay, and Buzzards Bay, all lay to the eastward of the center; yet there the wind, blowing from southeast and south, combined with the free movement of the storm wave, did the most damage. The south shore of Cape Cod suffered as far as Woods Hole and Falmouth; beyond that point to the eastward, at Chatham and on the outside of Cape Cod, the fury of the storm seems to have ended. A line drawn through the middle of the shank of Cape Cod would seem to mark the eastern edge of the hurricane proper.

To the westward in the Sound, Larchmont, Port Chester, and Oyster Bay had the wind from the northern quarter. The peak of wind at New York, from the north, was recorded at 86 miles per hour about the time the center was passing that point to the eastward. It seems to me that New York City must have been close to the western edge of the hurricane proper. This would give an estimate of its east and west diameter as about 200 miles.

As for the storm center, a friend of mine lives at Mattituck, Long Island, and the center unquestionably passed there. The report is conclusive. The wind had been blowing from southeast checking to east southeast all day, with steadily increasing strength; this indicated that the center was approaching them directly along a north northeast course. About 1:30 p.m., the hurricane proper struck with great violence, still from east southeast; this was its northern edge. Mud and sand were blown through the sides of the house and deposited an inch deep on all the floors.

Then, about 3:30 p.m., the wind suddenly dropped to a dead calm and the sun came out. Five minutes later, wind of the same hurricane velocity leaped upon them from the opposite quarter, west northwest; This is typical of the hurricane center and nothing else. Over 60 trees were blown down on their place, some of them from the east and some from the west.

Here we have an approximate estimate of the diameter of the actual storm center; that is, the circle of calm, with hurricane winds revolving all around it, counter-clockwise in the northern hemisphere, clockwise in the southern. Yet it is only approximate. I rather doubt the five-minute interval, for one thing; it may have been six or seven minutes, or even ten. And this particular position may not have been the center of the center; had it been a little to either side, the duration of calm would have been shorter than across a full diameter.

Allowing a ten-minute period, with the hurricane travelling at 50 miles an hour, we get a diameter of something over 8 miles. This may be low; from wind reports at Patchogue, West Hampton, and Bridgehampton, it appears that the central diameter passed somewhat to the westward of Mattituck. At Bridgehampton, the wind was southeast at 3:00 p.m., blowing at Force 12. At 3:30 p.m., it had shifted to south and dropped to Force 10–11; and at the same time the height of the storm wave struck the shore in that vicinity. At 3:40 p.m., only ten minutes later, the wind shifted to southwest, again blowing at Force 12. This shows that Bridgehampton was clearly outside the eastern edge of the storm center; between 3:20 and 3:40 p.m., the center was passing it to the westward, probably 5 or 6 miles away. Yet Bridgehampton is only 10 miles east of Mattituck.

But 10 miles would be a fair estimate of the diameter of the center of the present storm; and I think it is generally agreed by meteorologists that the average center of a tropical storm runs to about this figure. This is much smaller than is popularly supposed; the storm center of a hurricane is a relatively narrow path in comparison with the wide extent of the storm proper.

After leaving Long Island and crossing the Sound, the center seems definitely to have expanded; it was becoming "washed out" under the influence of the land. Saybrook should have been its focal point, but intervals of calm were reported at New Haven and as far west as Bridgeport, and the wind at New Haven went around by the south. By this time the center had spread out to a width of 30 miles or more and was becoming irregular. As it progressed across the land it broke up still more and, by the time the storm had reached Massachusetts, the center, as a clear-cut phenomenon, seems to have disappeared.

The storm wave which accompanied this hurricane and did almost more damage than the wind, could also have been predicted with a fair degree of certainty. Such a storm wave is always a concomitant of a hurricane. Encountered in a ship at sea, it is not noticed but where a tropical storm meets the shore it invariably is a feature.

To speak of this as a "tidal wave," however, is entirely incorrect. A tidal wave is a different phenomenon, arising from different causes; it is a wave thrown off by a shoreline moving under an earthquake, or a wave caused by seismic disturbances under the sea. But the

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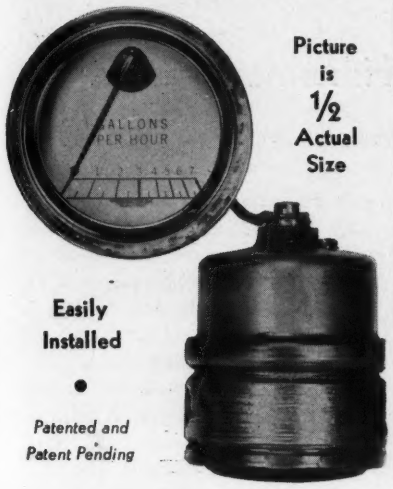

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storm wave of a hurricane is a swelling of the ocean under the storm itself, due partly to the lifting effect of low pressure in the storm area but more to the piling up of ridges of water towards the center by the violent circulatory movement of the wind. Thus, as Lecky says in his *Wrinkles*, the storm wave "may be likened to an oval dish or soup plate, bottom up, which accompanies the hurricane as it travels bodily onward."

In the open sea, before the present hurricane struck the coast, the height of this storm wave must have been concentrated in a 100-mile circle south of eastern Long Island. But a glance at the chart shows what the coast did to the wave (to say nothing of what the wave did to the coast!) as they came to grips with each other.

The shoreline it met was made to order for the purpose of augmenting the terrible flood. Striking the first exposed front, with its steadily shallowing approaches between Fire Island and Montauk Point, the wave rolled off into the channel between Long Island and Martha's Vineyard and, increased by this brush with the land, attacked the whole front of New England from Buzzards Bay to New Haven.

In the meantime, a lesser volume of the same wave had run westward along the south shore of Long Island to swell the tide in New York Harbor; and this process was repeated on Long Island Sound, as the wave struck Rhode Island and eastern Connecticut. The extreme high tide did not arrive in the Oyster Bay region, 100 miles to the westward, until the storm had passed and the wind had begun to fall. It probably took a couple of hours for the storm wave to run backwards up the Sound against the northwest wind.

But where the storm wave hit the coast head on, in the 100-mile stretch between Gay Head and New London, it piled up an amazing tide. And the devil arranged matters so that it happened at exactly high water in that region — and it was a spring tide at perigee!

On the south shore of Long Island, and on the coast of Rhode Island and eastern Connecticut, the ocean rose from 12 to 15 or 20 feet above normal. On every hand, the configuration of the land helped this appalling rise; Narragansett Bay and Buzzards Bay, Vineyard Sound and the approaches to New London Harbor, are all natural funnels which confined the storm wave as it ran up them and lifted it to incredible heights. A schooner of 9-foot draft went, without touching, across the Fairhaven bridge at New Bedford, ordinarily 10 feet above high water. Another schooner, landed across the tracks, stopped a New Haven train at Stonington. Beaches were demolished, whole communities were wiped out of existence.

The storm wave, it should be noted, did not get around Cape Cod and into Massachusetts Bay. Tides at Gloucester and Boston were abnormally high but only a few feet above springs that often come with an easterly gale. On the coast of Maine, the tide could hardly have been called abnormal. We had a high tide on Penobscot Bay that night, but I have seen it fully as high many times.

Press acounts of the storm in question, especially from a geographical standpoint, have not measured up to the occasion. Of particular interest to yachtsmen is the destruction of the coastline where the storm wave was at its worst, and the probable shifting of underwater shoals and dangers. And this has happened in the central waters of American yachting!

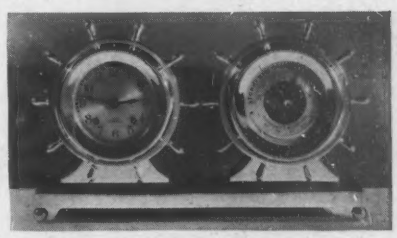
Gay Head has become an island; the low neck connecting it with Martha's Vineyard has disappeared. The outer beaches of Rhode Island between Point Judith and Watch Hill have largely vanished; Babcock Pond, Quonocontaug Pond, and Pawawget Pond have been opened up to the sea. Napatree Beach is gone and many of the islands in Little Narragansett Bay have been badly damaged. Outside Newport, the whole coastline has suffered a sea change. What has happened to Fishers Island, to Block Island, to Naushon and Nantucket and countless other places, I have not heard.

The coastal waters from Jersey all the way up around Cape Cod will have to be thoroughly resurveyed and recharted. Doubtless the shoals of Vineyard Sound, and maybe the Nantucket Shoals, have changed their form and depth. Many of the buoys in the exposed area were torn from their moorings and many of the dangers they marked must have shifted position. Of the nine lightships in the path of the storm, four or five were sent adrift. Several lighthouses were partially demolished, with tragic consequences to lightkeepers and their families.

As for the claim that this is the first hurricane ever to visit New England and probably will be the last, it is absurd. A good many authentic hurricanes have struck in on our northern coast, beginning with the one described by William Bradford, of Plymouth, in 1635. Those of September 3rd–10th, 1804, of September 23rd, 1815, or September 1st–5th, 1821, all passed across New England, and were described in the scientific journals of the day.

There is endless record of the sideswiping of the Atlantic Coast by hurricanes passing northward not far offshore. And as for the future, there is no reason why another hurricane may not strike the coast next season, or any season. Since we cannot pass a law against hurricanes, the best we can do is to try to meet their laws.

Here's how to say MERRY CHRISTMAS to a Yachtsman



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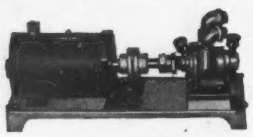

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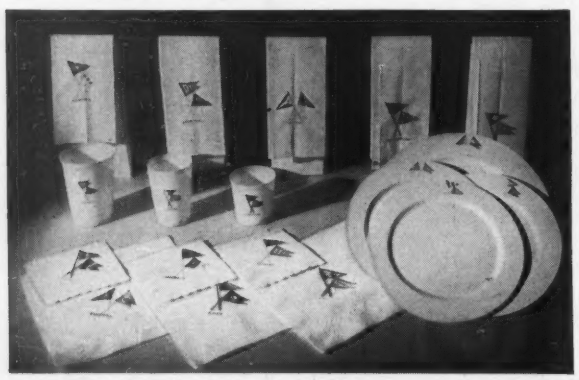

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Under the Lee of the Longboat

(Continued from page 66)

astern in the same direction, blows two blasts to indicate that she is directing her course to port and hence will leave *A* to starboard. *A* answers with two blasts and the vessels continue, each master fully aware of the other's intentions. But if the skipper of *A* is the first to whistle he will give one blast for the reason that the stern of his vessel has temporarily become her bow and it is his desire to direct his "bow" to starboard. The skipper of *B*, understanding *A*'s intended maneuver and knowing that he must not cross signals, answers with one blast — and directs his course to port. But his one-blast signal does not mean "I am directing my course to port — or starboard." It means, instead, "I understand your intentions and shall act accordingly." You won't find this situation in the *Pilot Rules*, which is one reason why it's well to be familiar with it.

The Last of the Fishermen's Races

(Continued from page 32)

and won by *Bluenose* by twelve minutes. On the 20th, exactly a week later, the third race was uncompleted with *Thebaud* in the lead, and then the fur-lined codfish began to fly. The Gloucester fishermen charged that the committee started the races only on days when *Thebaud* would be deprived of victory by lack of wind. This canard was obviously absurd, as a majority of the committee were Americans, even though Bostonians. Then everybody claimed that Angus Walters had increased his water line length by illegally adding ballast, and that he had disqualified *Bluenose* by so doing. Walters stoutly maintained that the ballast was his and that he could do anything he damned pleased with it. But as the extra weight had slowed him down in light going the Nova Scotian fire-eater conceded a point by taking it out again.

William J. Roué, designer of *Bluenose*, arrived hotfoot from Halifax and ordered the stripping of fuel tanks and other heavy gear — which reminds me of the way the housewreckers went after *Endeavour* in the 1934 Cup races — and on October 23rd *Bluenose*, responding to the treatment, won by six minutes.

That night Gloucester prayed for a gale of wind and on the 24th got nearly half what had been solicited, along with driving rain and poor visibility. Sailing around an irregular triangle, the Gloucesterman trailed the "Novy" until they began the second leg, a twelve-mile beat. Then, as the wind piped up to 25 miles an hour, *Thebaud* dug her forefoot into a jumping sea and began going places. *Bluenose*, with a parted backstay and other troubles, dropped so far behind that *Thebaud* was able to maintain her advantage in the last leg and crossed the finish line with nearly a five-minute lead. What's more, she crossed it twice, leaving the buoy first on one hand and then the other, as the committee boat had got lost in the fog and rain and Captain Moulton was taking no chances of having anybody go technical on him. *Bluenose* has been credited with a speed of nearly fourteen knots on the reach, but she breezed along after *Thebaud's* second crossing, leaving the score at two apiece for the series.

There are some who say that besides getting lost Captain Lyons of the sailing committee got a bit seasick and for that reason postponed the final race until the gale, which blew really hard the next day, had worn itself out. However that may be, the Star boats (I mean the seagoing fishing schooners) sailed the last race on the 26th when the breeze had moderated to less than fifteen miles an hour. *Bluenose* won it and the match by 2 minutes 50 seconds.

This margin of victory exactly equaled that of *Thebaud* over *Bluenose* in the first race, so you may call it a mighty close series, everything considered. In fact, it was so close that when Captain Walters asked for the prize money that had been promised him it hadn't been collected from the patriotic and thrifty denizens of the Bay State. To make matters worse, a tailor (probably a New Yorker) took advantage of the captain's innocence and walked away with $10 which he had paid as a deposit for a made-to-order suit of clothes. And to cap the climax, when Captain Walters thought he'd like to take home his famous Fishermen's Trophy somebody had up and lost it.

Human nature being what it is, Ben and Angus had better stick to their resolutions and see that this actually is the last of the fishermen's races. If their fight spreads to the democracies they represent, where the devil shall we be?

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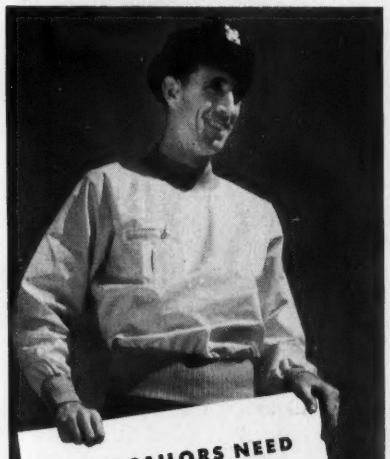

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Racing Ice Boats

(Continued from page 29)

behind; then, suddenly, saw him split tacks with the rest of the fleet and go barging off on his own. At the end of the first lap he had hauled up to fifth place and he came in second at the finish. While congratulating him on pulling himself out of such a mess, I asked what happened when he suddenly split tacks.

"Gosh," he said, "I couldn't make her go and I figured I must be getting a lot of broken wind astern of all those other boats."

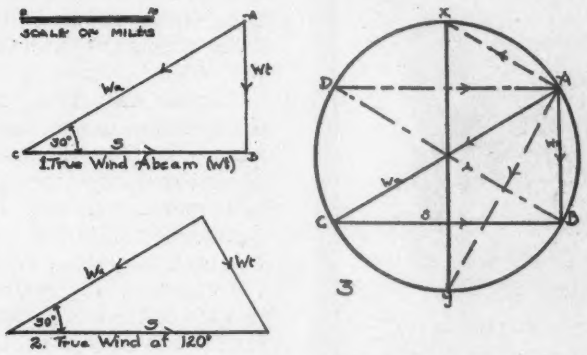
"How could you get broken wind way back where you were?"

"Huh — you'd be surprised. In a good breeze like today, with the boats going sixty or seventy miles an hour, they raise the deuce with the wind astern — and you're moving so fast that you're into the bad area before it has time to settle down."

Without any question, ice boats at high speeds leave a wind mess for some distance in their wake, and the importance of keeping your wind clear is even greater in ice boat racing than in a sail boat. In contrast to sail boat racing, it is often to the advantage of an ice boat skipper to keep well out of the way of other boats and sail pretty much on his own.

As you are sailing trimmed flat practically all the time in an ice boat, with the apparent wind at a narrow angle with your course, and travelling at a high rate of speed in relation to the wind (except when on the wind) the wind shadow of an ice boat — that is, the area of disturbed wind currents to leeward of the boat — is much narrower and farther aft than with a sail boat. This fact pretty well eliminates the advantages of "blanketing" in the ordinary sense, except in very light airs. The tactics to use are rather to get up ahead of the other fellow and throw your disturbed wind back at him.

As a defense against such tactics, if you see a boat threatening to do this to you, act quickly, either hauling your boat off the wind and running away from her or, if you see that her skipper has a chance to beat you at that game, by splitting tacks with him. In the latter maneuver, you must be sure that you have plenty of room. If the other boat is overtaking you to windward, you may luff to prevent her from passing you, provided *an overlap does not yet exist.* (Rules of Northwestern Ice Yachting Assn., Eastern Ice Yachting Assn., etc.) Here there is a striking difference between racing rules for ice boats and sail boats, which brings out the difference in racing conditions due to difference in potential speed. In ice boating, an overlap exists as soon as an overtaking boat no longer has a free choice of which side she will pass without danger of collision; in other words, if the skipper of the overtaking boat changes his course and fouls the other boat, it is evident that an overlap existed and he will be disqualified. Whereas in a sail boat, an overlap does not exist until the furthest forward gear of the overtaking boat is abreast of the furthest aft gear of the other.



Figures 1, 2 and 3, illustrating comparative speeds

The reason for such a limitation to the rule for ice boats is that at the high speeds which occur, to start luffing *after* the overlap is established may cause one or the other of the boats to get out of control, with danger of collision and serious damage.

As we go to press, there is considerable agitation for changes in the racing rules in the light of data presented by Commodore William Holt, Greenwood Lake Ice Yacht Club, New Jersey. Commodore Holt's point is that the high speeds of ice boats put them more in the class of racing motor boats than of sail boats, and that new rules should be formulated to follow the general lines of the rules for motor boat racing. Essentially, this would mean that, in a race, an ice boat would have the right of way over every other ice boat in the race, *except those between dead ahead and two points abaft the starboard beam.*

Now let us consider the start of a race. The advantages of getting out ahead at the start in ice boat racing — where the speed makes what

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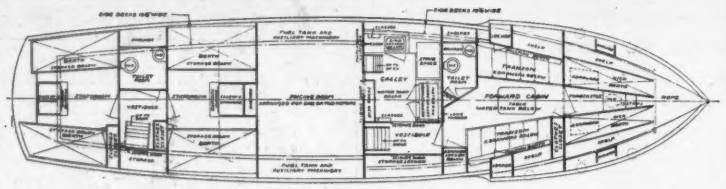

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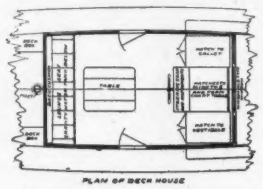

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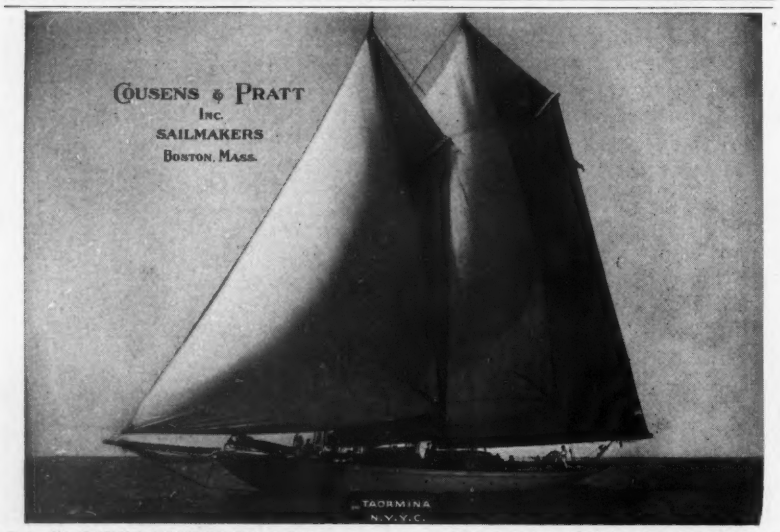


E. L. W. CURTIS, SOUTHPORT, CONN. LONG ISLAND SOUND REPRESENTATIVE

would be a long race in a sail boat about equivalent to a 100-yard dash — are not only that a leading position clears your wind absolutely but puts you in an excellent strategic position to influence the tactics of your competitors. The start is always a shove in ice boating, and the ability to judge to a nicety how much of a shove to give before climbing aboard and letting the wind take charge, is a great help in winning races.

Accepting the general theory that you sail with the true wind at 60° to get to a weather mark, at 150° to get to a leeward mark, and at 120° to get the greatest speed out of your boat, how are you going to tell when the *true* wind is blowing in one of those directions in relation to your course? As your *apparent* wind will remain about 30° from dead ahead no matter what the direction of the *true* wind, it is evident that we must rely on something besides the wind on our cheek or the trim of our sails to figure this out.

A great deal of ice boating is done on moderate sized lakes, where, due to the surrounding topography, the wind is pretty apt to blow up or down the lake, regardless of its direction up aloft. In this case, the easiest way to judge the true wind is by your course in relation to the longitudinal axis of the lake. In fluky or shifting winds you must, of course, watch your step. If you are beating to windward, you can "feel" your wind by luffing. Running to leeward, you can also "feel" it by running off dead before the wind. Both these maneuvers slow the boat somewhat and, after some practice, will not be necessary.

Experience is the best and only competent teacher on this point. After sailing for a reasonable length of time, you will learn to tell by the feel of your boat, the pull on the tiller and on the sheet, and by instinct, just about where the true wind is. On a squally day, particularly if there are sudden shifts of wind, it is harder. I have seen an experienced skipper go clear around in a circle looking for the best wind.

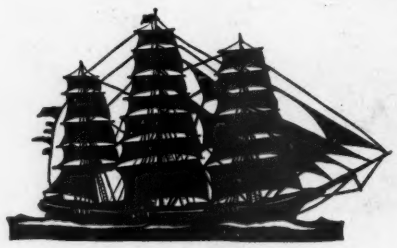
It may be well to remark here, too, that while you cannot always sail on the starboard tack, the starboard tack under present rules is an excellent weapon, both for offense and defense. In figuring out your racing tactics in advance, therefore, you should plan, if possible, to be on the starboard tack at those points where other boats are most likely to be in your vicinity: at the start, rounding marks, and at the finish.

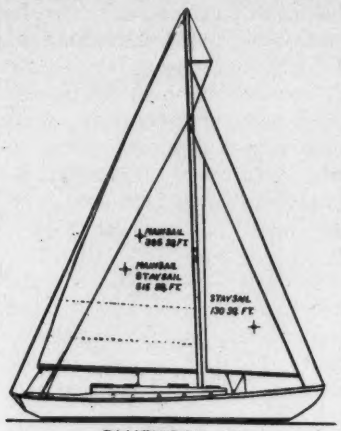
So far we have discussed racing as if it were all done on an even keel and have not touched on the important element of heeling, or "hiking" as it is called in ice boating. In racing, the important thing is to be able to control the hike, to be able to hike your boat to the angle at which experience has taught you she will develop the greatest speed. This requires an intimate knowledge of her performance under different conditions. I have seen a skipper, for the benefit of a photographer, take his boat out and hike her and "unhike" her apparently at will. It was a pretty sight, the boat seeming to swoop like a swallow, now at an apparently precarious angle, again tearing smoothly along on an even keel.

It would be ridiculous to hope for absolute control over the hiking of your boat under all conditions; it depends on too many factors. But the skipper who has the best control over the hiking propensities of his craft has a decided advantage over his competitors. The ability to hike and "unhike" your boat at will is a question of balance and judgment. Judge first the wind, then the amount of sail you are to carry, and whether or not you should add weight to the runners. If the day is squally, you must make some allowance for the squalls. If your judgment is correct, you should have no trouble controlling the hiking of your boat, by shifting your weight or the weight of your crew, by luffing, or by starting your sheets; and, again if your judgment is right, the amount of luffing and sheet starting you have to do should be so little as not to affect your speed materially.

In this connection, the sheet tender deserves far more credit than he usually receives. In the words of Commodore Seger, who is as well qualified to speak as anyone I know: "A good sheet tender must be a human winch when under way; he must possess the ability to read a helmsman's mind; he must be a good sailor and have the sense of balance of a cat." In selecting one, therefore, pick one who knows his stuff and enjoys high speeds and high hikes!

NOTE: *This article is condensed from Chapter IV of a new book by Frederic M. Gardiner, "Wings On the Ice," Yachting Publishing Corporation, 1938.*





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To Bermuda in "Wee One"

(Continued from page 44)

This position left my hands free for the sextant.

Then followed three days of light winds during which time we crossed the Gulf Stream. Due to wind direction, a final course was laid for Delaware Bay and at 4:30 a.m., June 28th, the occulting light of Five Fathom Bank Lightship was located abeam.

The morning's run through a dense fog placed us within hearing of the horns on Overfalls Lightship and those of Breakwater and Harbor of Refuge Lighthouses at the mouth of Delaware Bay. This is a nasty piece of water and we were thankful for a shower which conveniently chased away the fog but, unfortunately, left us becalmed. Jack Hill, of the Emergency Lighthouse Service, happened along at this time and kindly offered a tow into Lewes, Delaware, where we dropped anchor at 11:00 a.m., June 28th. Both Mr. Hill and Captain Derickson, of the Coast Guard at Lewes, were most kind. The latter, after considerable tinkering, managed to make our engine function once more. The remainder of our voyage was uneventful and we arrived at our home anchorage in Jones Creek at 2:00 a.m., Thursday, July 1st.

I have always been of the opinion that Captain Tom Day knew what he was talking about when he stated, and later proved with *Sea Bird*, that size is not particularly important for offshore work provided your ship is well designed, built and equipped. *Wee One* is probably one of the smallest boats to make a passage of this kind successfully, but I can truthfully say that at no time did she give me any anxiety as to her ability.

Thomas Clapham, 1839-1915

(Continued from page 55)

fortunately, he was not satisfied with results already achieved and kept on changing and improving until, in the nineties, he was turning out the improved Nonpareil sharpies such as *Ducat* and *Minocqua*, the latter built for William J. Starr, and several others of similar model. They were graceful in shape, with long, easy fore and aft lines, V-shaped cross sections and clipper stems. These were exceptionally fine sea boats in heavy weather, fast in any weather and pounding was practically eliminated.

Regarding the claim that it was possible to steer such boats with the "Roslyn Yawl" rig without the use of the rudder, I have often seen this done. On one cruise with my father in a sharpie about 40 feet over all, in a "smoky sou'wester" and a heavy sea, the rudder was not touched but was left to swing free. The yacht was kept going by trimming and easing sheets all the way from Block Island to Woods Hole, certainly a severe test. Again, in a letter my father wrote to *Forest and Stream*, published December 28th, 1882, he describes a duck shooting trip he took across Long Island Sound, from Roslyn to Cos Cob, in a snow storm and freezing weather. On the return trip: "Next morning, started for home, wind still howling from the NW, and cold? Well, yes! The wind was fair, however, and the skipper left his mainsail furled or, rather, frozen into a solid mass. Trimmed driver sail and jib to the proper angle. Put sharpie on her course, about SW, and, seeing the Sound was well clear of other vessels, went below, shut the doors and kept the fire warm. Sharpie sailed about eight miles without her captain touching the tiller. Shot a duck and wounded it so that it could dive about twenty feet whenever approached. Lay ship to, with driver flat and jib aweather, jumped into skiff and picked up duck after much chasing and returned to sharpie."

Thomas Clapham always argued in favor of the angular bilge in preference to the rounded bilge, claiming a number of advantages for that model, especially in a light draft boat. In his later years of building, perhaps to "show the world" that he could design and build a satisfactory boat with a round instead of an angular bilge, he designed and built a number of fast, seaworthy and comfortable yachts of that type. One of the best was a shoal draft sloop for Thomas Somers, in 1901. She was 40′ 4″ in length over all, 25′ 0″ water line, 11′ 8″ beam and 2′ 0″ draft. Her displacement was 10,560 pounds and she carried 2500 pounds of lead on her keel.

About 1890, perhaps feeling that he had produced about as satisfactory, inexpensive, fast, safe and comfortable light draft single-handed cruising yachts as it was possible to design, he turned his attention to producing a fast racing yacht, designed to meet the needs of lovers of yacht racing who had little money to spend. Still adhering to his belief that much more speed could be obtained in a design planned to skim over the surface of the water rather than to be forced through it, and also preferring the angular bilge to the round, he designed and built a

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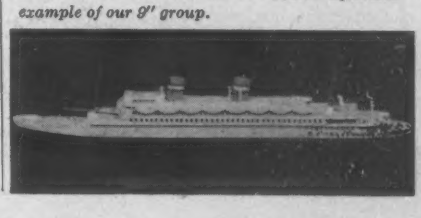

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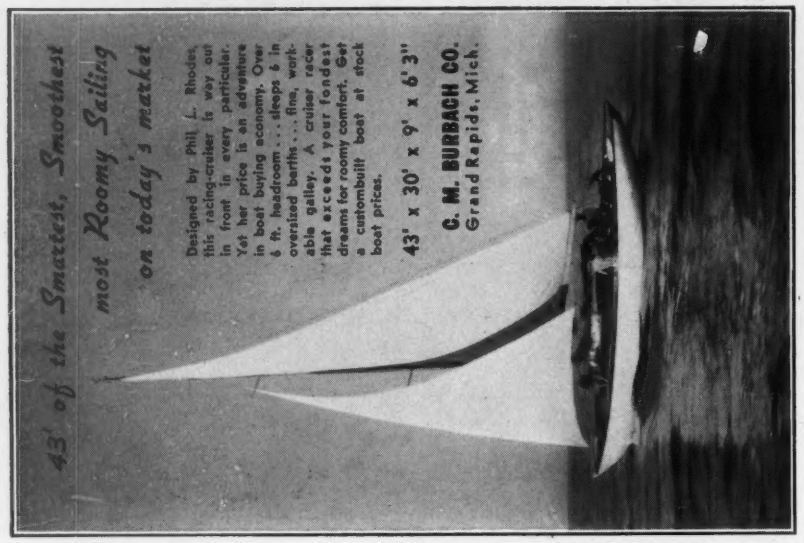
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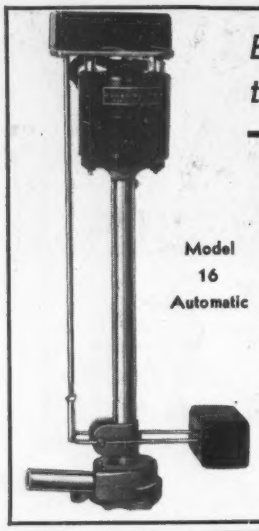

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little racer called *Bouncer*. She was 19′ 6″ in length over all, 12′ 6″ on the water line, 7′ beam and drawing but 5″ of water. *Bouncer* was a centerboard boat, carried no ballast and cost only $150 to build. In her first race she beat her nearest competitor 58 minutes in a two-hour race, also making the fastest time ever made over that course, irrespective of class.

Following his success with *Bouncer*, the next season he designed and built the *Chippewa* on much the same model but refined in a number of ways. *Chippewa* was 24′ on the water line, about 34′ over all and of extremely light draft. She was sailed in many races on Long Island Sound near New York and was a consistent winner. She and the *Gloriana* sailed their maiden races on the same day, in the same regatta and with the same result. In one race on the Sound, *Chippewa* won three prizes, in her own class, in the class above and for the best time over the course. There were about forty yachts in that race, one of them a cutter about 46 feet in length.

From the time that *Bouncer* sailed and won her first race until he retired, Thomas Clapham devoted most of his time to designing and building fast racing yachts in the smaller classes, turning out a number of boats that did even better than *Chippewa*. Among them was the *America*, designed and built for a group of yachtsmen in Australia.

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15 ft.	4 to 4½ ft.	4 to 6 ins.	18 ins.	...	$100.00 to $125.00
20 ft.	5 to 5½ ft.	6 to 8 ins.	20 ins.	...	$150.00 to $175.00
25 ft.	6 to 7½ ft.	8 to 10 ins.	24 ins.	3	$400.00 to $600.00
30 ft.	8 to 8½ ft.	10 to 14 ins.	30 ins.	4	$700.00 to $800.00
35 ft.	9 to 10 ft.	14 to 18 ins.	36 ins.	4 to 5	$900.00 to $1,100.00
40 ft.	10 to 11½ ft.	14 to 20 ins.	42 ins.	4 to 6	$1,000.00 to $1,500.00"

Another particularly fast boat was the *Myth*, designed for a client on the Pacific Coast to beat a Canadian yacht which had been winning the Fourth of July race regularly. *Myth* was built "on the quiet," sailed in the international regatta and won with the greatest of ease. She repeated her winning for several years until "withdrawn from racing, conceded to be unbeatable, for the general good of the sport."

All this, of course, is ancient history and, during the last fifty or sixty years much has been discovered and many improvements have been made. However, there is really little change in fundamentals. Financial conditions today are not so different from what they were during the "Cleveland hard times" of the early nineties. If so good a yacht as, say, *Ducat* or *Minocqua* can be produced at a greatly reduced cost as compared with the conventional type, it seems too bad to have such a worth while model forgotten. Knowing how thoroughly my father worked to develop the sharpie type of yacht to bring it as near to perfection as possible, and having helped to build and sail them, both as a boy and also when much older, I doubt that even today *Ducat* and *Minocqua* could be much improved upon for a safe, fast and comfortable cruising yacht, particularly when low cost of construction is an important item. I do not know of any model easier or less costly to build.

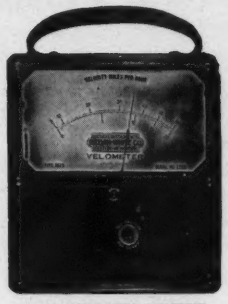
In an old circular, dated September, 1888, my father said: "I do not run a boat factory, nor build yachts by the hundred for sale, wholesale and retail. All my boats and yachts are built to order, each one being specifically designed to suit the kind of sailing my customer wishes to do. My specialty is designing and building sailing craft of very light draft of water, for cruising, and racing purposes. The best 'all round' yacht for these uses, and at the same time lowest in price, safest, and most easily managed, is the Nonpareil model, with Roslyn Yawl rig; and every boat I build of this kind is guaranteed to be fast, safe and seaworthy. Below will be found prices for which thoroughly well built boats and yachts can be finished, including sails, spars and rigging; it being also understood that the prices also include a cabin on all boats of 25 ft. in length or over. The smaller ones are regular decked sail boats, with cockpit. The 20 ft. size is often built with cabin containing two berths, in which case she costs $300.00. All sizes quoted can be handled and sailed by one man."

Naturally, no such prices could be obtained today but, nevertheless, the cost of building such a boat would be far less than that of constructing one of the conventional type. The ratio of cost of a sharpie as compared with the cutter would be much the same as it was fifty years ago.

The yawl rig seems best adapted to the light draft single-hander. It is easy for one man to make sail and, when the wind gets strong, it is easy to lower the mainsail and proceed under jib and jigger. I have done this many times when out on the Sound in a northeast gale and a heavy sea, with no other craft in sight. She often sailed under mainsail alone. *Minocqua* worked perfectly under full sail or any portion of it, was steady, stiff and fast and also dry, no matter what the weather.

For thirty years or more, Thomas Clapham gave his time and thought to the development of light draft cruising and racing yachts; he contributed so much that it would be a great pity to have his work forgotten.

Christmas Suggestions



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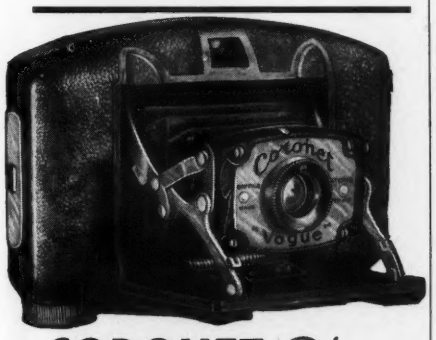

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Nothing to Do But Pump!

(Continued from page 38)

In translating the above into figures, I am going to accept water to the floor boards as a measure because it is more generally applicable than water in the bunks. How much water is there in your boat, when it is up to the floor boards? One way, a laborious way, to find out is to fill her to that point and pump her out, measuring the discharge. An easier way to get a rough, but safe, approximation, is to estimate the cubic contents. Cutting your bilges in half athwartships at the widest point, you get, roughly, two triangular pyramids. Scale the length of your boat at floor level, the width of the floor at its widest point, and the greatest depth of your bilge, from the plans. Then take the figures (feet and tenths) so found, multiply them together and divide by six. For example, I have before me the plans of a 30-foot water line boat, designed for deep water cruising. Scaling, I get:

Length (as above), 20′; width, 4.1′; depth of bilge, 2.1=172.2.

172.2 divided by 6=28.7 cubic feet, multiplied by 7.48=214.7 gallons. (About 85 bucketfuls!)

In other words, when the water gets to your floor boards in this boat, you've got to pump 215 gallons, roughly, over the side to clear your bilge — plus, of course, whatever may leak in while you are pumping! The continued leaking immediately injects the element of time. How soon should you be able to pump her dry? As soon as possible, naturally. Now you can empty a bucket with a teaspoon if you stick at it long enough — but you can empty it about twenty times as fast, and without appreciably added effort, with a cup! The same applies to a remarkable degree to pumping equipment, and the inadequacy of such equipment on some boats is ridiculous from any point of view. A man may enjoy pumping for five minutes (provided the pump is conveniently located); he can pump hard for fifteen minutes without discomfort; he will probably keep at it for half an hour without protest, but by the end of an hour he's not only fed up but exhausted.

When he is fresh, a man can pump about 60 (one way) strokes a minute comfortably, with the average bilge, diaphragm, or "bible back pump." Assuming that you can comfortably pump 60 strokes per minute for 15 minutes, your required pump capacity for 215 gallons will be 0.239 gallon per stroke. Actually, you can do better than that on a boat of the size noted, without cluttering up your boat or straining your pocketbook, as there are a number of "Navy Type" bracket pumps which will give you better than 0.3 gallon per stroke (18 gallons per minute). And I think you should aim at ten minutes to clear your bilge, rather than fifteen, as that gives you more leeway if your leak is a particularly bad one.

The best all around solution of the "hand" pumping problem for cruising yachts that I know of is that practiced by a well known firm of naval architects. For example, in a 30-foot water line boat, they specify a plunger pump in the cockpit for day-in and day-out bilge clearing; a rotary pump in the galley which can be used to pump the sink drain sump *or* the bilges, and a diaphragm emergency force pump of large capacity, hidden down in the bilges themselves, which is operated from below decks. The combined capacity of the three pumps is about 40 gallons per minute — which would clear our 215-gallon bilge in 5.4 minutes! I disagree violently, however, with the specification which calls for the cockpit pump to discharge into the cockpit. Too often, I have landed on my posterior from slipping on a bilge-oil slick in the cockpit to have any sympathy with the idea. The cockpit pump should discharge over the side or, if you don't want to put an extra hole in your boat, it should discharge into one of the cockpit scuppers (enlarged) just below decks.

The easiest way to eliminate fuss and worry for the crew is to install a power pump. On power cruisers and auxiliaries of over 50 feet, power pumping equipment of some sort goes almost without saying. But on more moderate sized yachts the use of power is not so prevalent and, in view of the moderate cost and high efficiency of some of these pumps nowadays, it is surprising that every boat equipped with power does not have one on board. Of the various types of power pumps for moderate sized boats, the most popular, and I think the most practical, are the electric pumps and the pumps geared directly to the crankshaft of the main engine. Certain builders of marine engines provide a "built in" gear pump especially for bilge clearing, which can be connected and disconnected simply by throwing a lever. For ordinary bilge clearing — but not for emergency use — another gadget is useful on motor boats, and that is the "Automatic Boat Drainer," which operates on the principle of a siphon, the speed of the boat (at 7 knots or better) producing a suction in a pipe and sucking out the bilge water.

Some engine circulating pumps are equipped with a valve so that you can pump water either from the bilge or from overside. But I cannot recommend the practice of pumping bilge water through your engine under any circumstances.

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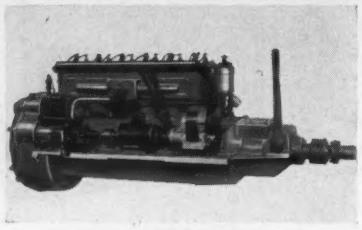

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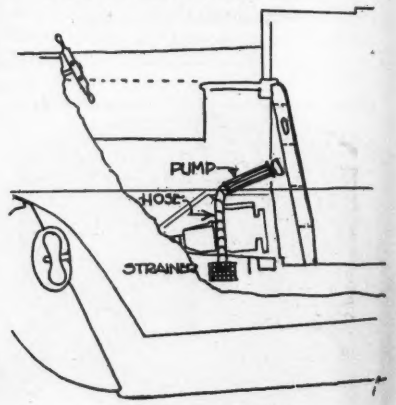
The practical capacity of the power bilge pump obviously depends not only on the pump selected but, for electric pumps, on the output of your generator; for geared pumps, on the speed of your engine; and for both types on the height to which the water must be pumped. Small electric pumps, with moderate power drain, will discharge from 5 to 8 gallons per minute; and the output of "built in" geared pumps, mentioned above, is 8 gallons or better per minute at "cruising speed." Much higher capacities can, of course, be procured even for moderate sized boats but for the average cruising yacht the above capacities will, I think, best meet the requirements of space, expense, and power output. The electric pump described at the beginning of this article discharged 6 gallons per minute, and that proved more than sufficient to take care of our requirements. It must be remembered that you can keep a power pump running hour after hour (provided you have enough fuel); it does not tire as a human being does; and, even if the situation is so bad that the power pump cannot keep you entirely dry, it will be a big help to those in the crew who have to man the hand pumps.

A "lift and force pump" installed below the cabin floor. The handle is removable

Efficiency is the next point to be considered. People have been building pumps for a long time and I think it is safe to say that most pumps of standard manufacture are today efficient in themselves. But efficiency depends not only on the pump itself but on its installation if it is a fixed pump, on the use to which it is put, and on the care given it. Every hand pump should be installed so that the intake really reaches the bottom of the bilge, without any more bends in the intake line than are absolutely necessary. And a distinction should be made between pumps for ordinary use and those for emergency use. The former may be plunger pumps, straight up and down force pumps, rotary or "wing" pumps, or even "handy billies" (not fixed); but emergency pumps should be easily operable pumps of large capacity, and in my opinion the best type is the diaphragm pump — open lip type for on deck, closed "lift and force" type for below decks — or the "bible back" type double action force pump.

An important factor in efficiency is the strainer at the intake. This is, I think, the weakest point in present manufacture. It has been my experience that the only type of pump strainer fit to use on cruising yachts is the box type made of strong wire mesh, meshes ⅛" to 1/16". The strainers with larger holes may be all right when your boat is lying quietly at her mooring; but when you get out and your boat starts jumping around — and that is when "emergency pumping" is most apt to be required — water sloshes around in the bilge, perhaps up the sides, and washes down a whole lot of gurry that is almost certain to clog up the strainer with large holes in it.



A simple, comfortable and adequate installation

If you have an electric pump, the greatest threat to its efficiency is the danger of its being flooded. Install the motor high enough above the bilges to avoid this danger. Some simple, moderately priced electric pumps are now on the market, with the motor at the top of an enclosed shaft (length of shaft varies for different installations). The shaft extends directly from the motor to the pump, which is an integral part of the apparatus, so that the pump can be placed at the bottom of the bilge while the motor is safe and dry some distance above it.

Pumps do not require much care but power pumps should be oiled

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and greased; the plungers and valves on hand pumps should be occasionally inspected and cleaned.

Accessibility is intimately connected with the important factor of human efficiency as regards hand pumps. Invisibility of pumps seems to be a fetish with yachtsmen. That may be a noble ambition, provided its realization does not mean that the pump is practically useless to anyone but a contortionist! And I have seen plenty of nice, efficient, capable pumps that I would hate to have to work at. But I never remember seeing one that could not have been placed more conveniently and still be almost, if not entirely, invisible.

The most comfortable pumping motion is not up and down, nor down and up, nor from side to side, but away from you and back, at an angle of about 30° with the horizontal (away — down, back — up). If you don't believe it, try it yourself. And the most comfortable position is not lying down, or kneeling, or standing on your head but standing or sitting. The most comfortable, and therefore the least tiring, which is far more important. For simplicity, practicality, comfort and efficiency, the best small, moderate capacity installation I know of is one illustrated here (see page 114) with the caption: "A simple, comfortable, and adequate installation." It was installed on a competitor in the Bermuda Race this year and blessed by everyone who had to use it! The pump is unobtrusive, although not entirely invisible, and could be made invisible without great difficulty.

In regard to diaphragm pumps, while many object to a big, unsightly pump on deck, there are others who prefer it to having their big pump down below. I am one of them. I may be old fashioned, but when I have to pump the ocean, I like to do it right out in the open! Besides, the pump we had when we "pumped our way across the Atlantic" was a big diaphragm pump installed right out in full view on deck — so I may have a sentimental attachment for that idea. However, *de gustibus non est disputandum;* provided you have the pump with the big capacity, the main problem is solved. But I might add that there are plenty of places in which to hide a pump on deck — under a seat with a hinged lid, in a deck gear locker, etc. — if looks are all that bother you.

I have not mentioned tiny boats, or great big boats, because the urgent need seems to be for the average cruising yacht. But the general principles suggested apply to any boat. Nor have I run the gamut of pumps, a notable omission being the "guinea pump." That is, the ordinary galvanized one-way lift pump, that everyone is familiar with, and many carry as a last resort. It is large, long, and clumsy, but cheap and of generous capacity. But those who read this will, I believe, get a new approach to the subject of water in the bilges and will, I hope, revamp their pumping facilities where there is need of it.

The Latest in Star Class Rigs

(Continued from page 57)

lightness and then covered with aëroplane muslin to streamline it. Spreaders are of aluminum alloy or light wood, and one West Coast builder has had the Douglas Aeroplane Company design a correctly aërofoiled spreader.

Main shrouds are 3/32″ diameter 1 by 19 stainless steel, or its equivalent in solid plow steel, which can be reduced still further in diameter and has no initial stretch. Upper shrouds or diamond and headstay are of 1/16″ stainless or its equivalent. One boat already well known on the East Coast, Durbin Hunter's *Foo*, has tried streamlined rigging with considerable success.

Turnbuckles may be underneath the deck, as in Six-Metres, to reduce wind and water friction, but there seems to be some difficulty in keeping the mast set up perfectly straight with this arrangement. There is a certain amount of flexibility in the deck of a lightly built hull, and this "give" becomes more pronounced the harder it blows, so that in a breeze the rigidity of the staying system is disturbed. Therefore many prefer small aëroplane turnbuckles in the usual position on deck chain plates. Headstay, jib, and jib downhaul normally lead through the deck to easily adjustable turnscrews in the forward end of the cockpit.

In order to set up tightly enough on a jib which is set flying without snaps, a heavy luff wire is used, with a double fall on the halliard. Some boats have an ingenious scheme whereby there is no stress on any rope in the halliard, all being taken up by a wire which snaps on to an eye at the lower end of the halliard after it has been hoisted.

Fancy mast-rakers, controlled by wheels and cranks in the cockpit, are American inventions. In the 1938 World Championship, *Pimm* still used blocks of different sizes to change the set of the mast at the deck, and this was always done before the race if at all, since it was a tuning-up process, involving raking as distinct from bending.

The San Diego series indicated that we in America have about caught up with the rig situation, and all the more credit goes to the Germans for having outsailed their

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OF
YACHTING

Published monthly at Concord, New Hampshire for October 1, 1938

State of New York } ss.
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Earle D. Grimm, who, having been duly sworn according to law, deposes and says that he is the publisher of YACHTING, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Earle D. Grimm, 205 East 42nd Street, New York; Editor, Herbert L. Stone, 205 East 42nd Street, New York; Managing Editor, None; Business Manager, Earle D. Grimm, 205 East 42nd Street, New York.

2. That the owners are: Yachting Publishing Corporation, 205 East 42nd Street, New York; James C. Kennedy, Jr., 205 East 42nd Street, New York.

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EARLE D. GRIMM,
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Sworn to and subscribed before me this 10th day of October, 1938.

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rivals on an equal footing. *Pimm's* wins, though, were neither as spectacular nor as frequent as they were last year, and several Americans were occasionally faster than *Pimm* without being so consistent. There were one or two items in the domestic rigs which seemed superior to the invaders', the principal one being standing rigging. Von Hutschler told us that stainless steel is not available in Germany, and his eighth-inch galvanized wire rope was of the old type. (Incidentally, *Pimm's* rigging had been strengthened throughout since last year.) In the matter of masts, on the other hand, most of us at San Diego agreed that *Pimm's* two were the finest Star masts we had seen.

When it first cut such a flutter in 1937, many Star members wanted the "German rig" barred. The Rules Committee stated quite logically at that time that it was practically impossible to outlaw spar bending, against which the main objection was directed. Now it turns out that "flexing" is only a small portion of the whole modern tendency toward lightness and handiness which has gradually been developing in all racing classes over a period of years. That it has reached an advanced point in the Stars is all to the credit of a class that is "one-design in rule and fact, but development in spirit."

"Islander" Does It Again

(Continued from page 51)

more and sailing southwest. The weather in the part of the Pacific I was now entering was quite different from what we had encountered between California and Hawaii. On the second day we ran into a squall with rain, and squalls were the usual thing as the days passed. There was an occasional good day and we moved on to the southwest. On April 16th, I crossed the Line and on the 20th my calculated position put me on the 180th meridian at noon, so I called the forenoon Sunday and the afternoon Saturday. Where I thought I should have reached the Southeast Trades, I met doldrum weather and the wind usually came from a westerly direction. I had intended calling at Tulagi, in the Solomons, but I was making such slow progress to the westward and was so weary of the rain, that I stood on to southward to reach the Southeast Trades.

On my way down through the Pacific, I had avoided the many coral atolls but I now found myself close to the Santa Cruz Islands. As night came on, the wind came out of the east with a squall and blew a gale. All night I lay hove to with the sea washing over *Islander* and the wind driving the rain and spray in a horizontal flood. After daybreak, the wind moderated and the rain ceased. I got under way and, as the clouds lifted, Edgecumbe Island, high and green, was sighted close to on the port bow. As the sky cleared, I could see Santa Cruz off to the north. The wind was dying out and all day we drifted by the island. It was the next afternoon before Edgecumbe sank below the horizon. They were the only lands that I saw between Hawaii and New Guinea.

The course to southward was held till we were south of Indispensable Reefs when the observed latitude was 13° 54′ S. We had reached the Southeast Trades at last and the course was changed to west by north to make the coast of New Guinea. The weather was stormy and the land was almost hidden under clouds and smoke when we came up with it. Driving along the coast before a strong wind, I passed Port Moresby as it lay hidden under the haze without seeing the place and brought up at Veri Veri Anchorage, some twenty miles beyond. It was a quiet place and I got some much needed sleep and rest. There was almost a calm the next day when I started beating down the lagoon behind the reef in the direction of Port Moresby but the Trade Wind set in with such force as to blow the jib to rags. That was the last of the suit of sails that were old when I sailed from the east coast of America. I put on the small jib and sailed on till I was wet and tired and then anchored in the lee of a coral island. Next morning, when I was getting under way, I found the anchor firmly attached to something on the bottom and no exertion that I could make with my small windlass would loosen it. As I was getting sea weary, I sawed off the chain and left another anchor planted in seven fathoms. That afternoon, on June 3rd, I let go the starboard anchor off the waterfront of Port Moresby.

The land looks good and one can appreciate company after an experience such as I had just been through. I had painting and overhauling to do, and I replaced the lost anchor with one I had stowed below.

I sailed from Port Moresby for Thursday Island on June 30th. The wind was light but came on to blow as I stood out across the Gulf of Papua for Bligh Entrance to Torres Straits. A great swell rolled up from the southeast and clouds darkened the sky. I let the *Islander* run on slowly with only the storm jib set, hoping the weather would clear up. On the morning of the fourth day, the wind was moderating and I set the mizzen. I was in

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doubt about my position and kept a good lookout. About 10:00 a.m. the sun broke through the clouds and I got out the sextant for a sight. I was in the cabin a few minutes, making the calculation, when the result indicated that I was west of the Barrier Reef. I came out quickly and there, right ahead, was a patch of green water. I threw over the tiller and came up into the wind at the edge of the coral. Then I made out Darnley Island, dim in the haze to the westward. From its position I knew I had passed through an opening in the Barrier Reef south of Bligh Entrance. I was now in a maze of reefs but they were laid down on the chart and I had no trouble finding my way among them and came to anchor alongside a large ketch lying in the lee of Darnley Island. The crew were Torres Straits natives, who said the weather was too bad for them to work at their business of collecting trocha shells. The wind came round to south by west and I lay at the island for five days. During this time I saw the four-masted bark *Pedersen* standing off and on between Stephens Island and the Warrior Reefs. When the wind came back to the eastward, the *Pedersen* passed on through the Straits and I sailed on to Rennell Island and renewed my acquaintance with Sam Savage and his family with whom I had rested during my first passage through the Straits. My next stop was Mt. Ernest Island, where I anchored for the night. On July 15th I came to anchor at Thursday Island.

When I was introduced to Professor Archibald Watson, the first thing he said was: "You must come to the hotel and be my guest while you are staying here." The professor is from Adelaide but spends his winters in the more genial climate of Thursday Island. Eighty-six years of age and a great fisherman, he rides about the streets on a motorcycle. I had several old friends here and it seemed a friendly place. There is a branch of the Royal Geographic Society and arrangements were made for me to show my slides and tell about my voyages. The proceeds came in handy as I was in need of supplies. Again I took the *Islander* over to Prince of Wales Island and put her on the same beach where I had painted her twelve years before.

When I sailed from Thursday Island, on August 8th, it was with a determination to return to America by way of the Cape of Good Hope. On the second day out, the weather clouded up and there was rain. There was squally weather but it was not too bad till I had passed Timor. On August 20th, I saw Timor, dim through the hazy air, and in the evening saw the sun set, a blood red ball, over Rotto Island. After passing to the west of Australia, there was a heavy swell from the south. On August 31st, as day was breaking, I saw the east end of Christmas Island, standing out bold from under a vast black cloud that hid the rest of the land. A rain squall chased us around the end of the island but we came out into sunshine and almost calm in Flying Fish Cove.

Many of the Christmas Island Phosphate Company's employees were still carrying on since my first visit and gave me a hearty welcome. It seemed wonderful to be in the sunshine after the stormy days and, anxious as I was to hurry on, it was hard to get away.

When I put out from Christmas Island, the weather seemed settled but when I had cleared the land the southerly swell began tossing the *Islander*. The run to Cocos-Keeling could have been a lot worse but I did a good part of it under jib and mizzen only. The atoll is visible only from a short distance and, what with the cloudy weather and strong drift of current, I was beginning to think Port Louis was going to be my next calling place. Then, as I topped a swell, I saw a faint blur as the tops of the coconut trees brushed the horizon. Six days out from Christmas Island, *Islander* was at anchor in the lagoon.

It was something of a relief to be in the quiet water of the lagoon where I could be sure of a night of rest. When the *Islander* was anchored close under Direction Island, I tumbled ashore to meet the "Exiles," as the operators of the Cable Company call themselves. The men are not stationed long on Cocos-Keeling and I met none of those who had been there on my former visit but they brought out the best on the island for me. On Home Island, I found that the twelve years had brought Governor Clunies-Ross a wife and four children, while his Malay followers had increased from 700 to 1300. The steamer *Islander* comes down from Christmas Island three or four times a year but the people of Cocos-Keeling have another chance of getting their mail. Once a month a steamer, on the run from Colombo to Freemantle, slows down off the entrance of the lagoon. The island mail is sealed in a tin can and taken out to meet the steamer. As I was preparing to sail, the *Tarranto* announced her approach by wireless and when the steamer was seen, the mail can was taken out in a small sail boat to meet her. The *Islander* followed. The steamer slowed down with a line towing over the stern, the can was quickly made fast to the line and a package, tossed from the steamer, was picked up. The steamer's whistle sounded and she continued on her course. The cable men gave me three rousing cheers while *Islander* stood off to the southwest for the 2000-mile run to Rodriguez Island.

(*To be Concluded*)

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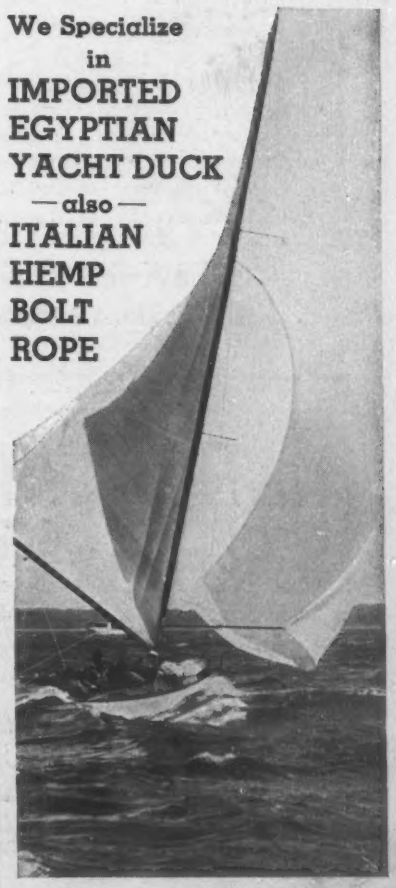

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"Lightning" Strikes

(Continued from page 67)

a wide cockpit with a side deck about right for sitting in comfort when one has to get up on the rail. That is very seldom, however. There is real comfort in the cockpit, which measures 6 feet by 5 feet. A thwart runs from the centerboard case to the sides of the boat at a point 2 feet abaft the forward end of the cockpit. Extending aft from this thwart on each side and around the stern are seats 12 inches high.

A long V-coaming extends from the cockpit sides forward of the spar, enclosing that part of the deck through which the spar passes. The after end of this deck is finished off to form a handy pin rail for belaying halliards. Forward of the thwart and abaft this pin rail is a convenient and wholly unobstructed space in which to stand and work while making sail, handling light sails, or doing other jobs forward. It is, in reality, a separate little cockpit.

The initial stability of the boat is marked immediately upon stepping aboard. Two or three persons walking freely around the deck, fore or aft or all on one side, have no occasion to catch hold of any support to keep their balance.

Aloft, the rig is very simple and well proportioned. Upper shrouds lead over spreaders that attach to the mast well down from the head. The jumper stays lead from the spreaders to masthead, giving something of the appearance and much of the staying effect of a double diamond rig. There is a permanent backstay from the masthead to a chain plate just off center at the transom, where it clears the tiller nicely and avoids the necessity of a boomkin. This staying has been worked out so that a spar of very light proportions is permissible. With a length of 26 feet above the deck, it has a maximum section of only 2 inches by $3\frac{1}{16}$ inches. It is of box section with $\frac{1}{2}$-inch walls. Through strenuous sailing, it has stood straight, with no buckling tendency whatsoever. To demonstrate this, the boat was brought alongside a dock and, with one person aboard, listed by her main halliard alone, so that the spar formed a 30° angle with the water. With this concentrated load at the masthead, the spar showed no undue tendency to buckle. Incidentally, at this angle the cockpit rail was still an inch above water.

When under way, the first and strongest impression one gets when taking the tiller is of perfect balance. In light air there is no helm at all. The boat sails herself. As the breeze increases, she noses up into it as a real boat should. In a stiff breeze she comes up nicely when the tiller is let go. At no time in the winds in which she has been sailed has she shown any tendency to be hard bitted. She responds sensitively to the slightest pressure on the stick. This is something to talk about in a beamy centerboarder. The long narrow pivoted centerboard is efficient and can be raised a considerable amount from the extreme lowered position before the effective area is materially decreased. In this way the center of lateral plane is moved aft, making the balance a matter of nice adjustment, no matter what crew is aboard nor the position of their weight.

Speed in a boat sailing alone is hard to judge. When you think she is moving fast you are inclined to wonder if her live responsiveness is deceiving. In the trials under discussion a well-designed boat of exactly the same over all length and beam fortunately was available as a pacer. The older boat carried working canvas of 205 square feet, over 15 per cent more than the newcomer. It was natural to expect the old boat to lead the way, especially in light airs, particularly as she was known to be no slouch. However, *Lightning*, as the new boat is called, pointed higher, footed faster, reached and ran better in everything from a drift up.

Parachute spinnakers for small boats could be the subject of an article by itself. There's nothing particularly different about the one on *Lightning* except that it seems to be right in size and pulls her along in great shape. Like all parachutes, it must be set and handled properly to do the job right. The fore deck is of good size for working and the boat is free from rolling tendencies, both of which facilitate handling the "chute." When it bursts out like a big glistening soap bubble, *Lightning* gets up and goes, literally planing on every sea. The addition of this sail offers opportunity to express every form of racing skill, and makes the boat an ideal training school for handling the big kites of larger boats later on.

The staying plan has been worked out so that a Genoa jib can be carried if the class should so desire in the future.

Class restrictions have been carefully drawn to limit the boats just as closely as possible to a one-design class. The boats are already on the market at the very reasonable price of $500. and several have been ordered. Many localities have expressed the intention of forming fleets. The boat is, we understand, to be shown at the New York Motor Boat Show in January. Anyone interested in securing further information should get in touch with the sponsor, C. L. Nicholson, whose address is care of Pass and Seymour Company, Syracuse, N. Y.

Curtis Joins Alden's Boston Office

OSBORN M. (JACK) CURTIS, owner of the schooner *Lively Lady*, has joined the Boston brokerage department of John G. Alden, naval architect of Boston and New York. Mr. Curtis brings with him a fine knowledge of yachts gained through extensive cruising, several Bermuda and other long distance races, and previous brokerage experience.

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Rumford Finishes in Paint Field

A NEWCOMER among manufacturers of marine finishes is the Chemical Products Corporation of Rumford, R. I. An executive of this company, a yachtsman of many years' experience, developed several finishes for his own use a few years ago. They proved so successful that his friends began to ask for them. Last year they were made available in many New England boat yards and marine chandleries and were well received. The Rumford line includes a green anti-fouling bottom paint, a semi-gloss yacht white, a white undercoat, a spar varnish and several shades of deck paint.

\+ + +

Fred Reid Joins Tams, Inc.

FREDERICK L. REID, for many years a well-known figure in marine circles, has recently become associated with Tams, Inc., naval architects and yacht brokers of New York. Mr. Reid was formerly vice-president of Nelson, Reid and Almen, and the Annapolis Shipyard, Inc.

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Lycoming Producing "135" Racing "Four"

IN RESPONSE to continued demand on the part of owners of 135-cubic-inch class hulls, the Lycoming Manufacturing Company of Williamsport, Penna., announces that complete details of their new engine for this class will be available about December 1st.

This new engine will be made in accordance with existing rules of the class and will utilize the already well-known model 4 — 58 engine for the basic design. The bore will be $3\frac{5}{16}$" and the stroke $3\frac{7}{8}$" with a total displacement of 134 cubic inches.

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Mystic Shipyard Plans Development

E. T. RICE, President of Mystic Shipyard, Inc., West Mystic, Conn., announces a reconstruction program which will considerably increase the facilities and efficiency of this well-known yard.

Fortunately, no one at the plant was hurt by the September hurricane; no damage was done to the three marine railways and there was very little damage to other equipment although two of the boat storage sheds were blown down. These are now being replaced with a stronger type of construction.

A new steel frame boat building shop, 80 feet long, and a new machine shop 30 feet by 60 feet, are being put up. In connection with the reconstruction work of the entire plant, rearrangement and consolidation of various departments will be made, insuring a more up-to-date assembly and convenient layout for boat building and repair work.

Due to the fact that the Mystic Shipyard operates by steam from their own steam boiler instead of by electric power, for several days after the storm this yard had the only hauling and launching ways in operation between New London and Newport.

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Laughlin Installs Gray Diesels

The Thomas Laughlin Company's factory in Portland has become a gathering place this fall for yachtsmen interested in Diesel power. It's not that this well-known marine hardware concern is going into the motor business, but one of the first installations in New England of the new General Motors Diesels is being used to develop power for running the factory. The four 90 hp. engines are of the same model as the Gray Marine Diesel and have created considerable interest among Diesel-minded yachtsmen.

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Your Boat Show Number will be YACHTING's January issue — as in past years the most complete and authoritative presentation of the industry's new offerings for 1939.

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Christmas Suggestions

BOOKS ARE ALWAYS ACCEPTABLE GIFTS

WINGS *on the* ICE — Sailing, Racing, Designing and Building ICE BOATS *by Frederic M. Gardiner.* The author, an ice boat enthusiast, has written an up-to-the-minute book on racing, sailing, designing and building ice boats. There is a short history of the sport going back as far as 1768. The book is profusely illustrated with action photographs and also contains plans and specifications of several types of ICE BOATS. The only book available on the subject. Over 175 illustrations. Size 8″ x 10½″. *Price* $3.50.

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ATLANTIC GAME FISHING *by S. Kip Farrington, Jr., introduction by* Ernest Hemingway, *colored illustrations by* Lynn Bogue Hunt. Mr. Farrington, recognized as one of the leading big game fishermen, retells some of the exciting battles with the big game fish. The author has fished all the waters on the coast from Nova Scotia to Bimini, the Bahamas and Cat Cay. He supplies the important information as to where to fish and how to fish, along with the various items of equipment for both small and big game fishing. The book is illustrated with more than 125 photographs taken by the leading big game fishermen. *Price* $7.50.

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SHIPS THAT HAVE MADE HISTORY *by Gregory Robinson.* If you love the sea and ships, here is a book you MUST have. The author, artist, writer and sailor presents a fresh view of the old ships of the 18th and earlier centuries. What have been considered "old tubs" by most people, are shown in this book to have been seaworthy and fairly speedy craft. Illustrated in color by the author. *Price* $3.75.

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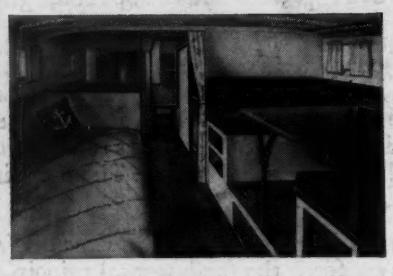

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